

The Hongkong Telegraph.

(ESTABLISHED 1881.)

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REUTERS' TELEGRAMS.

MINERS TO STRIKE?

PREMIER SILENT ON CONFERENCE INTIMATION.

London, October 14. The Miners' Conference has remained in session all the afternoon, but prior to the adjournment Mr. Lloyd George had not replied to the Conference's letter intimating a strike decision. The Conference resumes in the morning.

OFFICIAL ANNOUNCEMENT.

London, October 14. It is officially announced that the Miners' Conference has decided that the strike notices shall expire on the 16th instant.

EARLIER TELEGRAMS.

VIOLATING PROHIBITION.

Washington, Oct. 12. Evidence is forthcoming from foreign shipmasters of the collaboration of seamen in violating the Prohibition Law, by bringing whisky into the United States. Accordingly the Bureau of Internal Revenue is considering the advisability of seizing and selling the foreign vessels implicated. It is reported that the Bureau has also discovered the connection between the seamen and the "whisky ring" which markets the beverages. The Volstead Prohibition Law specifically provides for the confiscation of such vessels.

THE CHINESE CONSORTIUM.

New York, Oct. 12. It is stated that the conference in connection with the Chinese Consortium reported favourably on the application of a group of Belgian bankers for admission into the Consortium. Mr. Lamont, a member of the Morgan Company, was elected chairman.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

CHINA FAMINE RELIEF.

Singapore, October 15. The fund here for the relief of the famine stricken people in North China now amounts to \$35,968.

JAVA ERUPTION.

Singapore, October 15. The latest news from Java reports twenty-seven killed in the volcanic eruption.

DAY BY DAY.

Dr. Heanley returned to the Colony by the s.s. Neleus today.

The light cruiser Carlisle is to be recommissioned for a further term of service in the China Station.

The following officers of the R. U. A. left for home by the s.s. "Nankin" on the 10th inst: Lieuts. W. H. Snook, W. J. Dawling, M. C. L. R. J. C. Dale, M. C. and E. C. Norman, M. M. Liut, W. H. Webb, C. L. C. also left on the same date by the s.s. "Euryptus".

Gunner J. C. Dewar, D.S.C., who has been appointed to the light cruiser Carlisle, China Squadron, won the Distinguished Service Cross and a mention in despatches during the late war, when he served with the light cruiser Royalist, etc., on the Grand Fleet. He was latterly torpedo gunner of the cruiser Delhi.

A successful whist drive was held last evening in the Serge's Mess of the Wiltshire Rgt. in Murray Barracks. The prize-winners were as follows: Ladies.—1st, Mrs. White (164); 2nd, Mrs. Prickett (162); 3rd, Mrs. Andrews (159); 4th, Mrs. Blake (113). Gentlemen.—1st, Mr. Atkinson (167); 2nd, Mr. Arvane (164); 3rd, Mr. Douglas (163); 4th, Mr. Marsh (163); 5th, Mr. Chinnery (113). The duties of M.C. were capably fulfilled by C.E.M. Blackford.

Surgeon-Captain F. J. A. Dalton, U.M.C., who has been posted to the Naval Hospital at Kung-kong, joined the medical department of the Royal Navy in 1892, and reached his present rank in March, 1907. He served in the late war with much distinction, was fleet surgeon of the hospital ship Bona when the war opened, and gained much reputation for his very clever handling of wounded and ill in several spheres.

CHURCH SERVICES.

A CHARGE OF ONE DOLLAR IS MADE FOR ALL NOTICES UNDER THIS HEADING.

St. John's Cathedral, Hongkong. 17th October, 1920. 20th Sunday after Trinity.—Holy Communion (7.50 a.m.); Children's Service (10 a.m.); Matins (11 a.m.); Responses: Ferial; Venite: Ferial (10th); Psalms: 114 (T.P.); 115 (Wicks); Te Deum: Jones; Canticle, Canticle (12th day); Benediction: Garrett; Anthem: Thus saith the Lord if with your whole hearts, Spobs; Hymn: 197. Holy Communion (12 noon); Evensong (6 p.m.); Responses: Ferial; Psalms: 123, 124, 125 (Garrett); Magnificat: Canticle (12th morning); Nunc Dimittis: Wesley; Hymns: 265, 479, 425 (T 424); Organ Recital on Monday week, October 26th, at 9.15 p.m.

Church Notice for Sunday, Oct. 17th.—Wesleyan Methodist Church, Wanchai (opposite Royal Naval Hospital).—10.15 a.m.—Service: Preacher, Rev. T. W. Scholes, M.A.; Subject.—The Second-best and the Best; 6.30 p.m.—Service: Preacher, Rev. H. E. Anderson; Subject, Faith: Passive, Active, and Misunderstood: Sailors' and Soldiers' Home (Corner of Arsenal Street and Praya East).—3.00 p.m. Pleasant Sunday Afternoon; 8.15 p.m. Gospel Meeting.

First Church of Christ, Scientist, Macdonnell Road.—Sunday, 11.15 a.m.; Wednesday, 5.30 p.m.

of naval activity (mentioned in despatches, C.M.G.). He made a particular study of beriberi some years ago, and was specially promoted to the rank of Fleet Surgeon in recognition of conspicuous professional merit. He was also honoured by the British Medical Association in the same connection.

SHIPPING NOTES.

(BY "NEPTUNE.")

There has been a fair business transacted during the past week at rates remaining about the same as last reported. For Newchang and Dalby to Hongkong and Canton, the s.s. Chikdar has been fixed for a lumpsum of \$15,000, and two China Navigation Company's vessels at 48 cents per picul for 30,000 piculs, and 50 cents per picul for 25,000 piculs. For Saigon to Hongkong there have been several fixtures at 18 cents per picul, but the rate has now advanced to 22 cents per picul. One charter has been fixed at yen 13½ from Mike to Singapore. From Hongkong to Hongkong the rate is \$2.50 and to Saigon \$4 has been paid, and the same price for Shanghai. From Rajang, in Borneo, to Hongkong, I hear the s.s. Halvard, a Norwegian vessel, has been chartered to load timber at \$17,000 lumpsum. For Saigon to the Philippines the s.s. Hangchow has been closed at 40 cents per picul to discharge at two ports, and the s.s. Foochow has also been closed for the same run to discharge at one port at 35 cents per picul. For Newcastle (New South Wales) to Saigon the s.s. Meiko Maru and the s.s. Kiso Maru have secured 65 shillings per ton. The Norwegian steamer Halvard and the s.s. Ducat have been taken by the Kailan Mining Administration for Northern coal trading at \$10,000 per month. From Wuhu to Canton the s.s. Allings has secured 37 cents per picul. I understand that time charter rates in Japan have declined to such a low level that a number of owners have been obliged to lay their ships up. There are 32 steamers of over 1,000 tons at present laid up, equal to about 133,000 tons. The current rate for large steamers is yen 5 to yen 5.50 for distant runs, but small steamers for coasting trade can only get yen 3.50 per ton. The demand for tonnage for Saigon-Philippines has eased off considerably, but nevertheless a few fixtures have been made at rates varying from 35 to 40 cents per picul. There has been any amount of Japanese tonnage available for time charter with wide trading limits at rates varying from five to six yen per deadweight ton. On the Saigon-Hongkong run the cargo is being carried mostly in rice dealers' own ships.

It is with a sigh of relief that the local mercantile community learnt during the week that the wrangle with regard to the carrying of mails from Canada to the Far East between the C.P.O.S. and the Canadian Government has been amicably arranged. It is not likely that that C.P.O.S. accepted anything less than they demanded, namely, a dollar gold per cubic foot of space for all mails carried in place of the old subsidy. That would mean an increase in the cost of the present mail contract of over a hundred thousand dollars gold. Business houses in Hongkong and China have had to wait pretty long to see this dispute settled, and the amount of inconvenience they suffered is quite fresh in memory. The Japanese vessels which had been bringing the English mails via Canada and the Canadian mails had been taking ten to twelve days longer in reaching here from Vancouver or Victoria than the Empress vessels. Very little credit for commercial insight can be given to the Dominion Government. The C.P.O.S. demand was very reasonable, seeing that all charges in the shipping trade have mounted up, and that mails had increased considerably since the Government commenced to grant the subsidy. It is expected that the incoming Empress boat to-day will bring the Canadian mails.

The harbour is now getting full with motor boats, and the service is increasing monthly. I should imagine that there are over twenty-five motor boats at present plying for hire, and it cannot be said that the fares are unreasonable. The gentleman who

first saw the possibilities in this direction is Mr. Nagel, who I hear has just disposed of his Walla Walla fleet to a Chinese syndicate. The example of Hongkong has been followed by Shanghai, where I read a motor boat service has just been inaugurated. In the case of this Colony it was left to an American to show us the advantages of crossing the harbour in motor boats, but in Shanghai, the service is being inaugurated by a Britisher, Captain L. Crawford. Captain Crawford estimates that something like thirty thousand people cross and recross the Whangpoo during the space of twenty-four hours. It would be interesting to know the number that cross the Hongkong harbour. It is realised that for quick and convenient transport to and from the harbour there is nothing to beat our large fleet of fast motor boats. These boats operate throughout the night and day, and their usefulness is appreciated on all hands. There is no longer the fear that if a Kowloon resident misses his last launch he will be faced with the prospect of sleeping in the street, or at a friend's house, or at the Hotel. A dollar will take him across. There is no reason why the new service in Shanghai should not meet with instantaneous success. The suggestion is to float a company with a capital of \$30,000, and to commence operations with a fleet of four motor launches.

There is a strong agitation on foot to get the present form of bills of lading amended. I see that the committee of management of the North of England Steamship Owners Association has been requested to consider the question of the establishment of a suitable bill of lading in which shipowners should take greater responsibilities as carriers. As I have previously pointed out, the chief dissatisfaction is on the score of pilferage and non-delivery. It is held that the shipowner does not take the responsibility in the matter that he should. The movement that I am referring to is to get that liability increased, and make that liability so uniform in all general cargo trades as to give the greatest satisfaction to merchants.

It is nearly five months since underwriters, sick and tired of paying large bills for theft and pilferage, combined to adopt a theft agreement, the object of which was to make the assured bear twenty-five per cent of his losses from these causes. The agreement has been a success inasmuch as the vast majority of the underwriters signed it, and it is not likely that it will be broken, seeing that it has lasted so long. The effect of the twenty-five per cent clause that I mentioned a few weeks ago has not been manifest yet. Prior to the month of May the underwriters were responsible for the hundred per cent of the theft claims. There seems little doubt that the ultimate effect will be satisfactory either as a result of improvements in the packing or as a result of better supervision on board vessels, on quays, wharves, etc.

An interesting claim for loss of turpentine which was shipped on board the s.s. Manchester Post at Baltimore succeeded before Mr. Justice Rowlett the other day at Home. The parcel consisted of eight hundred barrels, out of which forty-six were delivered damaged. The shipowners admitted liability in respect of six barrels, but refused to pay in respect of six barrels which arrived at the destination quite empty, and 35 with a part of their contents gone. The shipping company contended that the barrels were not in good condition when shipped, that the damage was due to bad weather, and that they were protected by the conditions of the bill of lading; in other words, all the usual defences were raised. The learned judge said that the shipowners were liable notwithstanding that the loss might be due to bad weather, if the cargo was not properly stowed, which meant stowed to go across the Atlantic, where they may have bad weather. He continued by saying that he was not at all certain

GOLF.

NAVY V. ARMY MATCH.

A Navy versus Army golf match took place at Fanning on Thursday, ending in a narrow victory for the Army.

In the forenoon single matches were played and in the afternoon four-ball foursomes. Very close matches resulted, except in those in which Major Bagnall took part. This scratch player was at the very top of his form.

It is hoped that this will become a monthly fixture during the winter months. Owing to the small number of ships present the Navy had a very restricted choice as some of their best players are still in ships up North.

The course was in excellent condition nearly all the long grass having now been cut. The following are the details:—

SINGLES.

NAVY	
Lt. Caswell	0
Rev. Crole-Rees	0
Lt. Dolphin	0
Pay. Com. Vining	0
Pay. Com. Boucher	0
Lt. Taylor	0
Lt. Dickens	0
Lt. Com. Kilgour	12
Pay. Lt. Com. Stern	1
Lt. Com. Hurst	1
Surg. Lt. Com. Hayes	1
Pay. Lt. Miller	0
Total	21

ARMY	
Maj. Bagnall	12
Maj. Downing	1
Lt. Col. Crose	1
Lt. Col. Taylor	12
Capt. Gray	1
Capt. Murray	1
Capt. Cordon	1
Maj. Hickling	0
Lt. Col. Wyndham	0
Capt. Meredith	0
Capt. Archer	0
Maj. Harding	1
Total	22

NAVY	
Lt. Caswell and Rev. Crole-Rees	0
Lt. Dolphin and Lt. Com. Kilgour	1
Pay. Lt. Com. Boucher and Lt. Taylor	1
Lt. Dickens and Pay. Lt. Miller	1
Pay. Com. Stern and Pay. Com. Vining	1
Lt. Com. Hurst and Surg. Lt. Com. Hayes	1
Total	21

ARMY	
Maj. Bagnall and Maj. Downing	11
Col. Crose and Maj. Hickling	1
Capt. Gray and Capt. Murray	1
Capt. Cordon and Maj. Harding	1
Col. Wyndham and Col. Taylor	1
Capt. Meredith and Capt. Archer	1
Total	4

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 4.40 p.m. yesterday:—Cyclone or typhoon E. of Luzon, less than 300 miles distant, moving N. N. W. or N.

that the weather had anything to do with the damage. It was easy to say in a general way that there was proper stowage, but when you get a percentage it was fair to say not a large percentage—which had been exposed to pressure that they ought not to have been exposed to, it was certain that the stowage was faulty. His lordship did not take the bill of lading into consideration as he did not think it afforded any protection to the shipowners because the shipment was made in the United States, and was subject to the provisions of the Harter Act. By that Act shipowners are not entitled to the exceptions in the bill of lading unless the ship is properly stowed and is supplied with sufficient dunnage.

HONGKONG IMPORTS.

CHAMBER OF COMMERCE REPORT.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states:—

Cotton, Piece Goods and Fancy Cotton Goods.—The political situation remains obscure and, if anything, goes from bad to worse. Consequently the market is unchanged and clearances are seriously affected. Lancashire manufacturers, owing to labour difficulties and threatened strikes, are not anxious to book far ahead. Cotton has declined to 19.50.

Cotton Yarn.—The political situation in Canton has remained obscure, consequently business is extremely dull. Very small lots changed hands for immediate requirements and values of the lower counts ruled slightly easier while the higher counts have registered a further drop of about \$10 per bale. Quotations are:—No. 10s \$170/200. No. 12s \$175/210. No. 16s \$210/240. No. 20s \$230/245.

Arrivals 3,500 bales. Sales 1,000 bales. Shipments nil. Unsold Stock 12,000 bales. Bargains 8,000 bales. Raw Cotton.—There has been practically no change and values are nominal as follows:—Indian descriptions \$30/33. Chinese descriptions \$34/42 per picul.

Woolens.—Market stagnant. No business passing. Metals.—There is an almost entire absence of business; and no enquiries for forward deliveries. It is improbable that new business will be required for, until the neighbouring country resumes its normal conditions and a settlement of the political troubles in Canton is come to. Dealers are unable to move their somewhat heavy stocks to the consuming districts.

Flour Market Report.—Stock: About 250,000 sacks. Quotations:—American Patent, \$4.80 per sack; American Out of, \$3.35 per sack; American Straight, \$3.35 per sack; Shanghai Flour 2nd, \$3.10 per sack; Australian No. 1, \$4.00 per sack; Australian No. 2, \$3.70 per sack.

Window Glass.—Market for the 16oz (1/16) continues weak on account of absence of demand. There is however very small stock of the 24 oz (1/8) glass and price for this is therefore well maintained.

Java Sugar.—A little more enquiry at these lower rates. Philippines Sugar.—Market weak and declining.

At the Summary Court this morning, before Mr. J. R. Wood, Puisne Judge, a claim was heard in which the King Edward Hotel sued Mr. F. E. Cameron, trading as the Carlton Hotel, for \$52. The writ stated that the claim was for damages suffered by the plaintiffs for the loss of anchor and 20 fathoms of "4" Manila rope in a collision between the defendant's steam launch, "Carlton Hotel," and the plaintiffs' launch, "King Edward," at North Point on June 20—the date of the Dragon Boat festival.

Mr. Macnamara, of Messrs. Deacon, Looker, Deacon and Harston, appeared for plaintiffs and Mr. Blake, of Messrs. Wilkinson and Grist, defended. Mr. Macnamara stated that on the day of the festival the proprietors of the King Edward Hotel and their families went to North Point in the Hotel's launch to see the races. Whilst the launch was at anchor, the Carlton Hotel launch, which was close by and trying to turn round, bore down on them, owing to the set of the tide, and the King Edward launch was struck on the bows. This caused a great strain on the rope holding the anchor, with the result that it broke, thereby causing the loss of the anchor and 20 fathoms of rope. Evidence was then called, and the case was proceeding as we went to press.

THE REWARDS OF JOURNALISM. The following news item clipped from an Iowa paper, and reprinted in to-day's Daily Press, is too good to be missed:—"Mr. Charles K. Young, editor of the Upham Corner Call, has retired from active newspaper work, after a twenty year reign at the editorial desk, with a comfortable fortune of \$50,000. Mr. Young acquired this nest-egg through constant application to his work, his brilliancy in the editorial columns, his undying diligence and zeal in the circulation drives, and the unexpected death of an uncle, who left him \$19,970.65."

TO-DAY'S EXCHANGE. The closing rate of the dollar, on demand, to-day was 9s.10/34d.

DON'T FORGET. TO-DAY. Concert Theatre, 7.15 p.m. Hongkong Theatre, 7.15 and 9.15 p.m.

NO HOME LETTERS.

TAKEN TO MANILA?

Business people and residents generally who expected to receive Home letters by the s.s. Navara yesterday were disappointed, for that vessel only brought in newspapers and other printed matter. As to the reason why no letters came through, it is presumed that the postal authorities at Singapore, thinking that time would be gained thereby, transferred the letter mail on to the Blue Funnel steamer Tancar, which left Singapore a day before the Navara. However, it now transpires that the Tancar is making a call at Manila before coming to Hongkong and that as she does not leave the former port until tomorrow she will not arrive here until the 19th instant.

If this presumption is correct, there must be some genius in the Singapore Post Office about ripe for retirement on pension, for one would think that before such a transference of mails were made, care would be taken to ascertain the departing vessel's ports of call.

LOCAL HOTEL LITIGATION.

SEQUEL TO LAUNCH COLLISION.

At the Summary Court this morning, before Mr. J. R. Wood, Puisne Judge, a claim was heard in which the King Edward Hotel sued Mr. F. E. Cameron, trading as the Carlton Hotel, for \$52. The writ stated that the claim was for damages suffered by the plaintiffs for the loss of anchor and 20 fathoms of "4" Manila rope in a collision between the defendant's steam launch, "Carlton Hotel," and the plaintiffs' launch, "King Edward," at North Point on June 20—the date of the Dragon Boat festival.

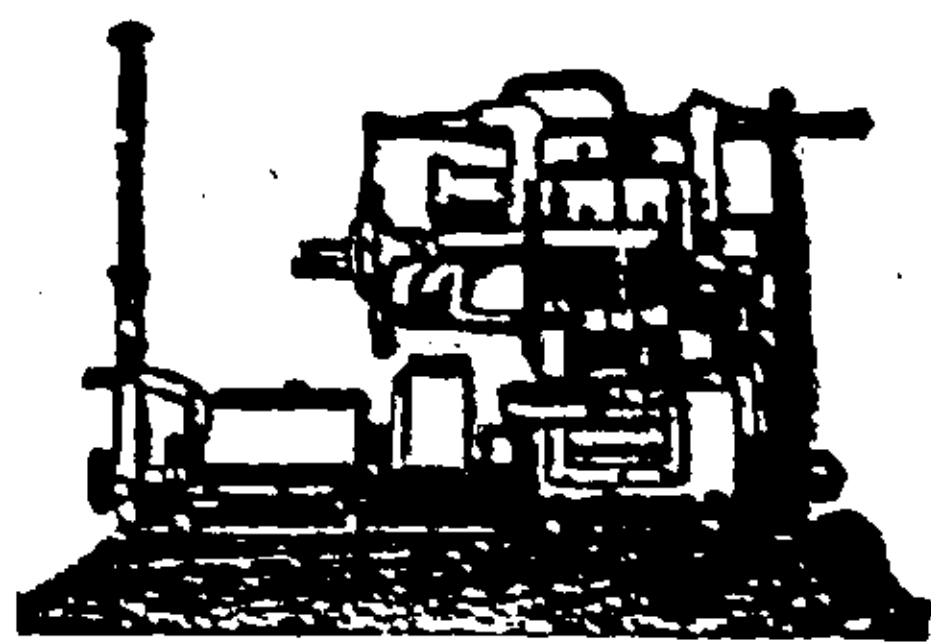
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NOTICES.



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THERAPION No. 1

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WAR DECORATIONS.

ARRANGEMENT TO SECURE
MORE RAPID DISTRIBUTION.

PROSECUTION OF MOTORIST.

POLICE CHARGE AGAINST EUROPEAN FAILS.

Mr. G. H. Wilson of Messrs. Robertson, Wilson and Company, Beaconsfield Arcade, was summoned by Sub-Inspector Davies before Mr. Dyer Ball at the Magistracy yesterday afternoon for driving motor car No. 92 in a reckless manner on the Repulse Bay road, near Aberdeen, at 6.45 p.m. on the 23rd. last month.

Traffic Inspector Garrod prosecuted. Mr. D. H. Blake of Messrs. Wilkinson and Grist, appeared for the defence.

Sub-Inspector Davies, officer in charge of Aberdeen, deposed that he was on duty on the road from Aberdeen to Repulse Bay at 6.45 p.m. on the 23rd, when he saw motor car No. 92, driven by defendant, coming from the direction of Repulse Bay at a speed of between 40 to 50 miles an hour.

Witness held out his hand as a signal to defendant to stop. From the time he stretched out his hand to the time the car stopped the vehicle had gone 80 yards. Defendant asked what the matter was and witness replied "You are driving too fast altogether." Defendant answered "Well, what if I am? There is no speed limit here. I know what I am doing." He told defendant that he would look into the matter and duly reported it to Inspector Garrod.

Inspector Garrod: Have you received special instructions from the Captain Superintendent of Police regarding motor cars and speed?

Mr. Blake said he objected to the manner in which the question was put.

Mr. Ball told Inspector Garrod that he should have asked Sub-Inspector Davies "What are your instructions as regards traffic?"

Sub-Inspector Davies stated that the instructions from the C. S. P. were to stop motor cars driven furiously and recklessly. For the purpose of properly supervising traffic, the C. S. P. had detailed a European officer and an Indian constable to assist him.

Inspector Garrod: Why were these instructions issued to you?

Because there have been many accidents on that road.

Could you tell the Court of recent accidents some of which resulted in loss of lives? Five months ago a Chinese lad, 17 years old, was knocked down and killed by a motor car on the road. The boy died in hospital. Two months ago a motor car ran into the side of the road, injuring three men. The place where I stopped defendant's car was near the scene of another accident, a car running into the embankment and breaking its axle. Three persons were injured in this accident. Another accident on the road was not reported to me.

Do you remember the accident to the Chinese Consul on the 9th. August? Yes. I personally sent seven persons to hospital.

Inspector Garrod stated that as a matter of fact eight people were injured in that particular accident.

Inspector Garrod: In your opinion is it dangerous to drive furiously on that road?

Sub-Inspector Davies: Yes.

Why? Because the road is built on a causeway, with water running on both sides. A Chinese walking along the left side of the road (the proper side) on hearing the approach of a motor car, will naturally go to the other side. If the car swerves to the same side in order to avoid the man an accident is inevitable. Chinese walking along that road, are apt to pass the front of the car, resulting in an accident. An earth pit where coolies had been in the habit of obtaining earth is located near the spot where defendant's car was stopped.

His Worship: Where were you standing?

Sub-Inspector Davies: I was standing about 40 yards from the first cutting from Aberdeen Village. I was standing on the causeway. When I first saw the car it was 250 yards away. The car was 80 yards away when I put up my hand, but defendant must have seen me. I was about three yards from the side of the road. I judge the speed by experience. Defendant pulled up his car at a distance of between 20 to 30 yards from me.

Mr. Blake: Are you sure defendant pulled up at about 20 to 30 yards from you?

Sub-Inspector Davies: Yes.

Who else was on the car? There was another man whom I thought was the chauffeur.

Do you know Mr. Lambert, the locomotive engineer of the Kow-

loon Railway, who inspects all Government cars? I don't know him. I know a Mr. Lambert.

If a car going at a speed of 40 to 50 miles an hour is pulled up rapidly there will be tremendous noise of brakes and there will be a jerk? Defendant pulled up his car with a jerk. Defendant probably passed me at the rate of 20 miles an hour.

The summons was for driving in a reckless manner dangerous to the public. Who else was on the road besides yourself? No one.

From where you stood how far could you see in front of you? I could see to the end of the straight portion of the road.

Could you see the pit from the end? Yes. The place where the car was pulled up was near the pit, and people might come out suddenly from both sides of the road.

How many of the accidents you referred to happened on the spot where you stopped Mr. Wilson's car? Two. They were very near it.

Do you know Mr. Wilson? I did not know him until the 23rd. Mr. Wilson lived on Pokfulam Road and he often passed along the road between Aberdeen and Repulse Bay. I have never taken any particular notice of him.

Answering his Worship, sub-Inspector Davies stated that he told Mr. Wilson that he was travelling at a speed of between 40 to 50 miles an hour and Mr. Wilson did not deny it. There was mud on both sides of the road if it was low tide. Chinese were often seen on the mud.

Mr. Wilson, in his evidence, stated that his car was a Dodge car. It was only two years old and its utmost speed was 35 miles an hour. He could get the speed from it under favourable circumstances. He was driving with Mr. Lambert on the evening of the 23rd. On entering the straight portion of the road he was travelling at a speed of between 29 and 29½ miles an hour. The car was in perfect order. He had often driven his car on the road. He was travelling at that speed only because the road was clear. There were no people on the road with the exception of sub-Inspector Davies. When the Inspector put out his hand he did not stop immediately on account of the inevitable jerk. He only put on the foot brake. Sub-Inspector Davies was only three feet behind him when he brought the car to a standstill. The Inspector told him that he was going too fast and he replied "What do you mean? It is absurd. This is a clear road and there is no speed limit on the road."

Inspector Garrod stated that the speed limit in the regulations was defined 15 miles an hour within the City of Victoria. There is no speed limit beyond the city except the sign posts.

Mr. Blake: Did the Inspector say anything to you about the speed? I didn't catch it. 29 miles an hour is not furious driving on a clear road. I had perfect control of the car. There was no pit where I stopped my car. I have been driving motor cars in the Colony for five years and I consider myself a careful driver.

I am a member of the Committee of the Automobile Association and I have reported the matter to the Secretary of the Association.

Inspector Garrod asked Mr. Wilson what would happen if the tyre of his car burst?

Mr. Wilson: A burst tyre would not have affected my car if I travelled at the speed of 29 miles an hour.

Inspector Garrod: If the brake went out of order you might have killed either sub-Inspector Davies or yourself.

Mr. Wilson stated that he had examined his brake.

Do you know of the accident on the road? Yes. I saw a car the other day running into the bank.

Why? Either the driver had lost control of the car or lost his senses.

It was a woman who ran out from behind a boulder and the car ran into the bank in order to avoid her?—Where was the car?

The car was proceeding to Repulse Bay and was passing the side of the road and the driver stated that he could not pull up his car in time. He was about 20 yards from the woman. Three persons were injured. I think the car was in the bend and the driver could not see the way.

His Worship: If you had not seen the Inspector would you have continued the speed on the whole length of the road?

Mr. Wilson: No. I would have slowed down before reaching the bend.

Mr. C. D. Lambert gave corroborative evidence for the defence. He said he tested all motor cars belonging to the Police Department and the Fire Brigade. He was also technical adviser to the Automobile Association. Mr. Wilson was driving at the speed of 29 miles an hour. He verified that by the speed meter, the accuracy of which he had tested. He knew Mr. Wilson was not a reckless driver. He had been driving with Mr. Wilson since 1914, sometimes four or five times a week. When sub-Inspector Davies put out his hand Mr. Wilson started to decelerate the speed. Mr. Wilson brought the car to a standstill by the side of the Inspector and Mr. Wilson spoke to the officer by leaning behind witness. He did not know there was a pit on the road. There were no persons on the road besides the Inspector. He had not heard of any accident on the road. Even if the tyre of the car burst Mr. Wilson could manage to keep the car straight. Witness lived at No. 3 Gascoigne Road, Kowloon.

Mr. Ball: I don't want to interfere with your private affairs, but I don't understand why you have so often driven with Mr. Wilson in the latter's car.

Mr. Lambert: I and Mr. Wilson are great friends. I have known Mr. Wilson since 1912. Sometimes Mr. Wilson drives with me in my car at Kowloon.

Answering his Worship, Mr. Lambert stated that if a car was travelling at 10 miles an hour it could not avoid an accident if a person was five yards away in front.

At the conclusion of the evidence Mr. Blake stated that a strong point in his client's favour was the fact that Mr. Lambert and defendant were responsible members of the Automobile Association which was trying to keep up the regulations and avoid dangerous speed on roads. Mr. Blake said he did not wish to comment on the evidence. There was no bad record on defendant's licence.

When asked if he had anything to say, Inspector Garrod drew his Worship's attention to an accident caused by a car travelling at less than 30 miles an hour.

His Worship: What kind of driver was in charge of the car? Inspector Garrod: A Shanghai driver of eight years experience.

His Worship pointed out Mr. Wilson's capabilities as a driver. Inspector Garrod stated that he doubted whether Mr. Wilson would be able to avoid an accident if one of the tyres of his car burst.

Mr. Lambert: I have seen cars going at a speed of 120 miles an hour on concrete roads at Home.

Inspector Garrod: And Mr. Hawker's car turned turtle when he was only going at the speed of 100 miles an hour.

Mr. Blake stated that if specific cases were quoted there would be no end.

Mr. Ball said he admitted that 29 miles an hour was excessive but taking all the circumstances into consideration and the fact that there was no chance of an accident as there were no people on the road except sub-Inspector Davies, he would discharge defendant.

Inspector Garrod: The Police don't mind motor cars going at a speed of 100 miles an hour but we have to look after the pedestrians.

Mr. Ball stated that there was no possibility of an accident on the road at the time.

Inspector Garrod stated that often Chinese came out suddenly from both sides of the road. Recently motor car No. 24 knocked down a Chinese who had just climbed on to the side of the road from the embankment on the Repulse Bay road. In this accident the car was travelling at a speed of 18 miles an hour and the driver stated that he could not pull up his car in time to avert the accident. "I am afraid your Worship's decision will have a bad effect on the motoring public," continued Inspector Garrod. "The regulations are no good to us. In England the speed limit is 20 miles an hour and I don't mind telling your Worship that I was run in for 23 miles. If that was considered fast in England I consider 29 miles fast in Hongkong, especially as the roads can not be compared with those in England. I admit that there was nobody on the road besides sub-Inspector Davies but I maintain that people might suddenly come out from the sides of the road."

His Worship stated that he discharged defendant by reason of the fact that the road was clear and there was no chance of an accident.

Inspector Garrod: We cannot take further action against motorists in future.

Defendant was discharged.

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GENERAL NEWS.

NOVEL HOUSING SCHEME.

An original plan for the lay-out of the ground which has been secured for the 48 houses to be built in Windsor has been decided upon by the local authority. Fourteen of the houses, in blocks of two and four, are to be begun as soon as material is available, and when the scheme is completed the result will be a huge Maltese cross in bricks and mortar. Four roads will lead to a large central circle, in which there will be trees and shrubs.

FIRST OIL-DRIVEN EXPRESS.

"A great success," declared a London and North-Western Railway traffic official after the first oil-driven express had reached Birmingham with a full load from Euston. The train left at 11.30 a.m., and got to the Midland town before time, returning from Birmingham at 4.30 p.m. The oil express carried a party of experts, including Colonel F. E. Macdonald, the inventor of the new system, and Commander Legate, of the Admiralty. Waste oil is used in the furnace, and about 30lb. are burnt per mile, compared with 70lb. of coal.

GENERAL NEWS.

KILLED BY MOSQUITO BITE.

As a result of a bite in the face from a mosquito Mr. Hubert Costa, farmer, of Freshwater, Isle of Wight, has died from blood-poisoning.

DOCUMENTS COMMITTED TO GLACIER.

Scientists in Switzerland are making history—history that will be revealed a hundred and fifty years hence. It is intended to throw into the crevasses of a glacier on the Crastagna, at Pontresina a strongly-made brass box containing various documents concerning the death of three Zurich tourists who were killed at the spot last winter. The purpose is to establish the speed of the glacier movement and it is calculated that the glacier will give up the box at the termination of its journey in about 100 to 150 years. One of the documents in the box asks the reader to send it at once to the authorities of Pontresina with details of the find. It may be mentioned in this connection that the glacier at Grindelwald is at present moving at a speed of about two-fifths of an inch per hour.

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MANY WOMEN TO-DAY

NOT ONLY RELIEVE
THEIR EYES FROM OVERSTRAIN
BUT THEY
IMPROVE THEIR PERSONAL APPEARANCE
BY WEARING

LAZARUS' RIMLESS GLASSES.

2, Queen's Road Ctl Hongkong.

Prescriptions accurately filled.

MARGOT AND "THE SOULS."

CHARM AND WIT OF
MR. BALFOUR.

Intimate portraiture of political celebrities is a feature of the latest instalment of Mrs. Asquith's autobiography which appeared in *The Sunday Times* recently.

Mrs. Asquith gives a brilliant analysis of Mr. Balfour. She writes: "Arthur Balfour was never a standard-bearer. He was a self-indulgent man of simple tastes. For the average person he was as puzzling to understand and as difficult to know as he was easy for me and many others to love."

He was difficult to understand, because I was never sure that he needed me; and difficult to know intimately because of his formidable detachment. The most that many of us could hope for was that he had a taste in us as you might have in clocks or furniture.

Balfour was blessed or cursed at his birth, according to individual opinion, by two assets—charm and wit. The first he possessed to a greater degree than any man, except John Morley, that I have ever met. His social distinction, exquisite attention, intellectual tact, cool grace, and lovely bend of the head made him not only a flattering listener, but an irresistible companion.

LOFTY DETACHMENT. "People thought that he was not interested because he had nothing active in his political aspirations; he saw nothing that that needed changing. Low wages, drink, disease, sweating, and overcrowding did not concern him; they left him cold, and he had not the power or temperament to express a normal indignation which he was too detached to feel. . . . He took a Puck-like pleasure in watching the game of party politics, not in the interests of any party political party, nor from esprit de corps, but from taste. With the minds of militarists, protectionists, and conspirators, Balfour had nothing in common at any time."

"The artists who have expressed with the greatest perfection human experience from an external point of view he delighted in. He preferred appeals to his intellect rather than claims upon his feelings. Handel in music, Pope in poetry, Scott in narration, Jane Austen in fiction, and Sainte-Beuve in criticism supplied him with everything he wanted. He hated introspection and shunned emotion."

A PORTRAIT OF LORD CURZON. Of Lord Curzon when he was member of "The Souls," the famous political, literary, and artistic coterie, Mrs. Asquith writes:

"He was a conspicuous young man of ability, with a ready pen, a ready tongue, an excellent sense of humour in private life, and intrepid social boldness. He had appearance more than looks, a keen, lively face, and an air of sanguine self-confidence. He was a remarkably brilliant person in an exceptional generation. He had persistent ambition and what he claimed for himself—'middle-class method'—and added to a kindly feeling for others a very warm corner for himself. . . . He was chronically industrious and self-sufficing, and, though Oriental in his ideas of colour and ceremony, with a poor sense of proportion and a childish love of grandeur and fine people, he was never self-indulgent. He neither ate, drank, nor smoked too much, and took infinite trouble about everything. He was a first-rate host and companion."

"No one could turn with more elasticity from work to play than George Curzon, and he showed me and mine a steady and sympathetic love over a long period of years. Even now, if I died, although he belongs to the more conventional and does not allow himself to mix with people

RELIGION AND SCIENCE.

CANON'S MODERN
ATTITUDE.

Considerable discussion has arisen regarding the address which Canon Barnes, of Westminster, preached at Cardiff in connexion with the visit to that city of the British Association. Taking for his subject "The Christian Revelation and Scientific Progress," the Canon said that after a period of natural hesitation and deplorable hostility Christian thinkers now quietly accepted theories of the origin of the earth and of man due to modern scientific investigation and speculation. They therefore found it necessary to abandon the doctrine of the Fall and arguments deduced from it by theologians from St. Paul onward.

There was a strong temptation to allegorize beliefs which it was no longer possible to hold; but, though allegory had its value, it was misused when it obscured the revolutionary consequences of new knowledge. A faith that feared the progress of knowledge anticipated its own dissolution. Yet while some elements in the Christian tradition were performed discarded, the essential nature and strength of the Christian Faith had been more clearly disclosed. For Christianity the perfection of Christ's religious teaching and the revelation of His own supreme excellence were alone of decisive importance. The unique value of Christ's self-revelation was a fact of history and of religious experience undisturbed by scientific progress. On the other hand, Christ's religious teaching dovetailed with singular exactness into the wider scheme of evolution now coming into view.

It now seemed highly probable that from some fundamental stuff in the universe the electrons arose. From them came matter. From matter life emerged. From life came mind. From mind spiritual consciousness was developing. There was a time when matter, life, mind, the soul of man, were not; but now they were. Each had arisen as part of a vast scheme planned by God. The Christ Spirit within a man, "the quality of deity," as it had been called, separated him from the animals whence he had sprung, just as life separated them from the matter of which they were made. And through the same Spirit of Christ men put on immortality, inasmuch as the things that were of God were eternal with God. Thus science described the process by which man had come into being, and religion offered him guidance towards his spiritual destiny. Evolution described facts; the ultimate meaning of those facts the Christian revelation disclosed.

of the opposite political parties, he would write my obituary notice."

TRIBUTE TO LORD MIDLETON. The Earl of Middleton, better known as St. John Brodrick, the ex-Secretary of State for War, is the subject of one of Mrs. Asquith's warmest tributes:

"St. John Middleton was fundamentally humble and truthful. He is one of the few people I know who are truly loyal, and who would risk telling me, or anyone he loved, before confiding to an inner circle, faults which both he and I think might be corrected."

"Arthur Balfour himself, the most persistent of friends, said, laughingly: 'St. John pursues us with his malignant fidelity.' This was only a coloured way of saying that Middleton had none of the detachment commonly found among friends; but as long as we are not merely responsible for our actions to the police, so long must I believe in trying to help those we love."

LADY MEMBERS OF "THE SOULS." There are some brilliant cameo of lady members of "The Souls."

"Lady Brownlow's Roman coin—Violet Rutland a Burne-Jones

AFTER-EFFECTS OF THE WAR.

AMERICAN BANKERS'
NOVEL VIEWS.

Europe for the last year has been suffering less from the effects of the war than from the effects of the peace, declares Mr. Otto H. Kahn, the American banker, in a pamphlet entitled "Impressions from a Journey in Europe," which he has prepared, after his recent tour of England, Italy and France, where he conferred with economists, bankers and statesmen. He proceeds: "Those who framed the peace treaty of Versailles, while affirming and, I doubt not, intending allegiance to the hopes and aspirations of the liberal opinion of the world, have to a considerable extent negated them in fact."

Bartering and compromising and sowing the seeds of dissension among one another and of discord throughout the world, they have set up dispositions which resulted in leaving production, commerce, international intercourse, indeed, the very conditions of existence, completely out of joint in almost all of Europe east of the Rhine. They have ignored what was among the most essential of all the elements involved in readjusting the world from war to peace, namely, the element of practical economics."

They have produced a treaty so little consonant with the realities that from the day of its promulgation to this day it has been a continuous object of controversy, of readjustment, of interpretation, of haggling and whittling down, and has consumed the time, thought and energies of the leading statesmen of the various countries to the detriment of domestic affairs."

Solemnly proclaiming the principle of "self-determination," they have granted or withheld it, according to their discretion. They have involved themselves in commitments of sovereignty, control or regulation throughout the world calling for military and other efforts, the cost and burden of which go beyond the present capacities of their respective nations and beyond the sanction of public opinion."

They injected into the matter-of-fact business of making peace with Germany—a business which demanded promptitude and finality—the complexities, delays and uncertainties of a world-embracing ethical experiment that called for calm and detached and separate consideration and treatment."

They have mishandled the fine and universally acclaimed conception of an association of nations to maintain and strengthen international law and preserve peace, and seeking to utilize it for unrelated purposes, have evolved an instrument largely divergent from that conception. . . . Thus and in other ways, instead of peace and settlement, they have wrought dispeace and unsettlement."

It would be futile to discuss the distribution of responsibility among the treaty-makers for the sad disillusionment which the outcome and sequel of the Versailles conference brought to a world that stood ready and expectant to follow a lead worthy of the high inspiration which had actuated the people of the allied nations and America during the war."

Madame Gladys Ripon a court lady—Gay Windsor an Italian Primitif, and Milly Sutherland an English lyric. I was the least good-looking of the Souls. Betty Montgomery was a brilliant girl and the only unmarried woman except Mrs. Alfred Lyttelton among us. Her father, Sir Henry Ponsonby, was Queen Victoria's famous private secretary, and one of the strongest Liberals I ever knew. Her sister Maggie, though socially uncouth, had a touch of her father's genius; she said of a Court prelate to me one day at Windsor Castle, "There goes God's butler!"

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These preparations we can thoroughly recommend as a prophylactic in INFLUENZA being easy and simple in use.

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Semi-sacred afternoon Concert by

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PUBLIC AUCTIONS.

The Undersigned have received instructions to sell by Public Auction on

Tuesday, the 19th Oct. 1920.

commencing at 11 a.m.

at No. 5 godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon (for account of the concerned) 532 coils Plain Galvanized Wire Gauge 14
609 coils Plain Galvanized Wire Gauge 13

(all more or less damaged by sea-water)

Terms: Cash on delivery.

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Auctioneers.

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The Undersigned have received instructions to sell by Public Auction on

Wednesday the 20th Oct. 1920.

at their Sales Rooms, Duddell Street

5 cases Saffron.

Terms: Cash on delivery.

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Auctioneers.

PRELIMINARY NOTICE.

The Undersigned will sell by Public Auction at an early date (to be advertised later)

A SELECTION OF FINE CUT GLASS-WARE

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Very Valuable Chinese Porcelain and Curios

Comprising—

- 2 Very fine Celadon Vases, Sung.
- 2 Very fine 3-coloured Jars, Sung.
- 1 Pair Very fine Porcelain Vases Sung.
- 1 Pair Very fine Wood Carvings, Ming.
- 2 Very fine Stone Statues, Har.
- 1 Very fine Blue & white vase, Ming.
- 1 Very fine 2-coloured Jar, Sung.
- 1 Very fine Celadon Jar, Sung.
- 1 Very fine Porcelain Ornament, Sung.
- 1 Very fine 2-coloured Jar, Ming.
- 1 Very fine Blue & white Vase with peach bloom decorations, Yungching.
- 1 Very fine porcelain jar, Sung.
- 1 Very fine Celadon Jar, Sung.
- 1 Very fine Celadon Bowl, Sung.
- 1 Very fine Pottery ornament, Sung.
- 1 Very fine Powder Blue Vase with 5-coloured decorations, Kaohsi.

N.B.—The above may be viewed between 9 a.m. to 5 p.m. at Messrs. LAMBERT BROS. No. 3 Duddell Street.

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WANTED.

WANTED.—Britisher arriving in the Colony on or about the 15th instant desires board and maintenance; Hongkong side preferred. Address replies to Box 455 c/o "Hongkong Telegraph."

WANTED.—A well furnished Bungalow: Immediate occupation. Apply Box 455 c/o "Hongkong Telegraph."

WANTED.—Experienced Fire Insurance Man, at present employed, (in charge of Dept) wants position abroad, Manila or Saigon preferred, no objection to other places. Good references—Portuguese, 23 years, hard-working, reliable & honest, good habits. Apply Box 455 c/o "Hongkong Telegraph."

TO BE LET.

TO LET.—Furnished House on the Peak. To let complete with every utensil, linen, etc. for six weeks, available immediately. Apply Box 457 c/o "Hongkong Telegraph."

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LOST.—On Tuesday last from 125 the Peak, Irish Terrier Dog, age about 5 months, White Marking on Paws and Chest. Reward.—R. R. R. c/o GIBB, LIVINGSTON & CO. LTD.

FOR SALE.

FOR SALE.—Two Lancashire Boilers, length 25 feet, diameter of furnaces (two) 3 feet. Working pressure 100 lbs per sq. inch. Constructed by Messrs Lindsay, Burnet & Co., Govan, Glasgow. In good order and condition. Complete set of fittings with each boiler. Apply Butterfield & Swire, Hongkong.

FOR SALE.

The U.S.S. SAMAR will be sold at the U.S. Navy Purchasing Office, No. 20 Whangpoo Road, Shanghai, China, by sealed proposals to be opened at 10 a.m. on December 20, 1920.

The SAMAR was built at Cavite, P. I. in 1885. Length 121 feet. Beam 17 feet 10 inches. Mean draft 7 feet. Displacement when in commission 243 Tons. The vessel will be ready for inspection on September 10th. Appraised value \$28,000 U.S. Currency. Further information and blank proposals may be had by applying to the U.S. Navy Purchasing Office.

FOR SALE.

Very valuable leasehold property known as "Fairland" No. 155 Barker Road. Immediate occupation can be given; 6 roomed house, commodious cozier quarters, tennis court and garden attached. Further particulars apply

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NOTICE.

I, George Thomas Money Edkins, Officer for the Registration of ships, for the China Navigation Company, Limited, hereby give notice that in consequence of a wish to have the below-mentioned steamship of which they are the owners to carry a similar name to other steamships of the China Navigation Company, Limited, I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the steamship "Shamoon" of Hongkong official number 120,975 of gross tonnage 24.08 tons, register tonnage 15.38 tons for permission to change her name to "Taikoo Yung" and to have her registered in the new name at the port of Hongkong as owned by the China Navigation Company, Limited.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.

Dated at Hongkong, this 15th day of October 1920.
GEORGE THOMAS MONEY EDKINS
Officer of the China Navigation Company, Limited,
for the Registration of ships.

HONGKONG VOLUNTEER DEFENCE CORPS.

No. 6. Administrative Orders by Lieut-Col. L. G. Bird, D.S.O. Administrative Commandant.

Thursday, 14th October, 1920.

1. Parade.—The Infantry Battalion less Reserve Platoon and Machine Gunners will parade at Headquarters on Monday 1st November, at 5.30 p.m.

Dress: Drill order.

Attendance: Strong as possible.

Mounted Section will parade with Light Infantry Platoon.

2. A Class of Instruction for Signallers and Lewis Gunners will be held at Headquarters on Tuesday, 19th instant, at 5.30 p.m.

Dress.—Plain Clothes, but Signallers parade with Rifle and Side-Arms.

3. Camp.—Camp for IN FANTRY BATTALION will be held for this season on the last week end in November and 1st and 2nd week end in December.

Minimum attendance for members THREE DAYS.

4. The following extract from ARMY COUNCIL INSTRUCTION No. 558 of 1920 is published for information:—

Territorial Force Instruction No. XXX.

Definition of Trained men. The following men will be regarded as trained men:—

(a) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist within 18 months of their discharge from any of His Majesty's Forces in the same arm or branch of the Territorial Force.

(b) Men who have served for not less than six months during the war of 1914-1919, and re-enlist (on or before 31st December, 1920, or within 18 months of their discharge from any of His Majesty's Forces) into an arm or branch of the Territorial Force other than that in which they served during the war, as soon as their C.O. certifies that they are efficient in all respects.

G. F. E. RAPSON.

B-Major.

Adjutant, H. V. D. Corps.

LADIES GOLF.

Railway Cup.—1st round to be played between November 1st and 12th. Entries close October 24th.

PEAK CLUB.

NOTICE

MEMBERS & SUBSCRIBERS

There will be an AFTERNOON TEA DANCE on Friday, the 22nd October at 5.30 p.m.

Tickets including TEA 50 cents each for Members and their Guests.

JOHN BENTLEY.

Hon: Secretary.

15th October, 1920.

LESSONS IN CHINESE.

MR. LI HON FAN, Chinese graduate, versed in literature, has been a teacher to European Officials and merchants in this colony for over twenty years.

He has a good method of teaching European to read in the Chinese characters, and is prepared to give certificates as a Chinese teacher. He has the best knowledge of the Chinese language and is a good speaker of English.

Those who intend learning the Chinese language are requested to write to No. 12, Queen's Road, Central 2nd floor.

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THE SUBSCRIPTIONS WILL BE RECEIVED BY THE BANQUE INDUSTRIELLE DE CHINE FROM TO-DAY up to the 24th November, 1920, free of commission and telegram charges and the most favourable rates of exchange will be quoted for the payments made in local or any other currency.

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TEA DANCES

Tuesday October 19th

and

Thursday October 21st

on

Saturday October 23rd.

Tickets for Tea Dance \$1.00
Tickets for Dinner Dance \$1.50

The above charges do not include meals and refreshments.

Manager D.M. GOODALL.

HONGKONG LAWN BOWLS LEAGUE.

Closing Contest & Presentation of Prizes.

Winners (Kowloon B.C.C.)
V. Rest
at Kowloon on Saturday 16th inst. at 3.30 p.m.

All bowlers invited.

J. N. R. ALLAN,
Hon. Secretary
K.B.C.C.

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"GLITTERING GATE."

"LOST SILK HAT."

"COMPROMISE OF THE KING."

THURSDAY, October 28th

SATURDAY, October 30th

at 9.30 p.m.

in aid of

THE FAMINE FUND

Under the Patronage of:—

H.E. Major General

P. VENTRIS, C.B.

H.E. Commodore

W. BOWDEN SMITH, C.B.

Hon. Mr. LAU CHU PAK

Hon. Mr. HO FOOK.

ADVANCE BOOKING October 28th.

GENERAL BOOKING October 28th.

at MOUTRIE'S.

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Services will be held in

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KOWLOON

To-morrow

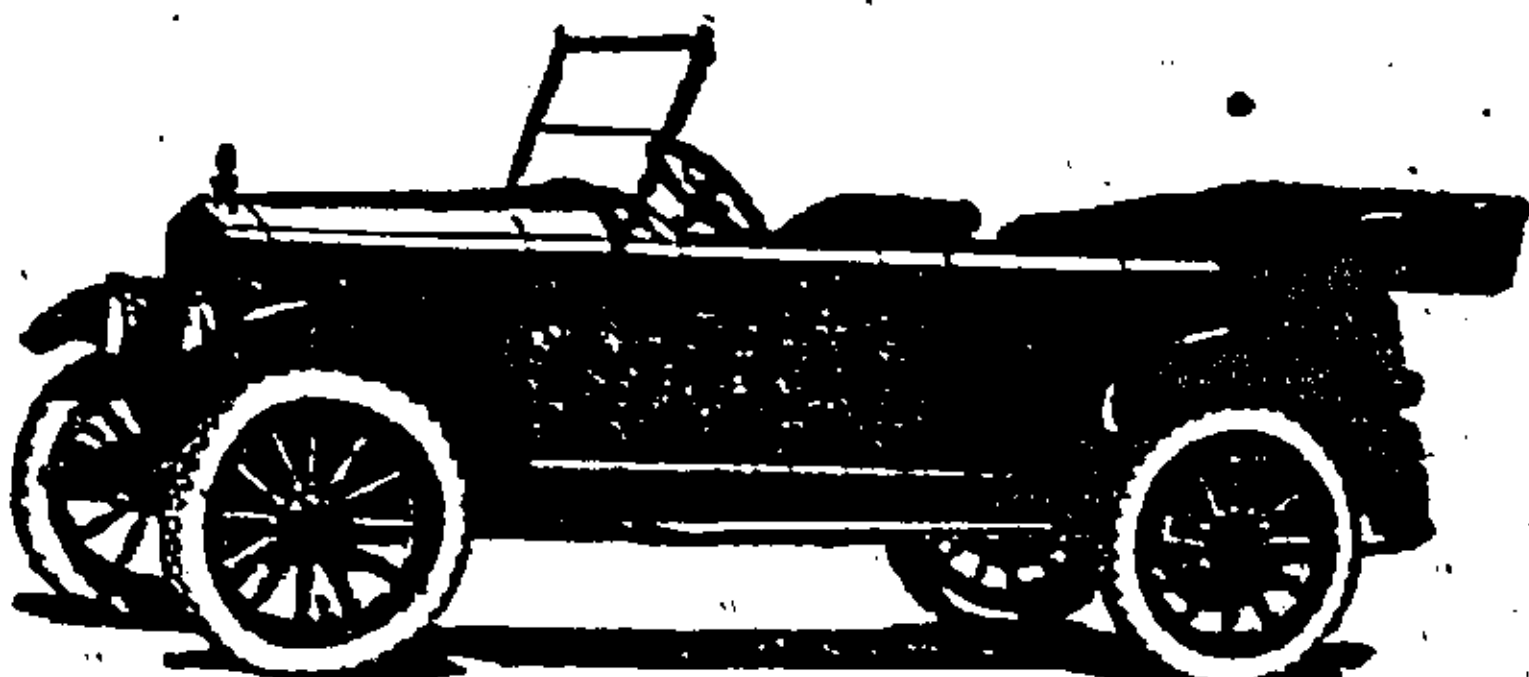
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482		482
OR		OR
3552		3552

C. LAURITSEN, PROPRIETOR.

THE EMPIRE'S TIMBER RESOURCES.

AN IMPERIAL FORESTRY BUREAU.

At the deliberations of the British Empire Forestry Conference a number of resolutions were framed, which have now been issued as a White Paper.

The conference, which consisted of delegates representing the United Kingdom and the Dominions and Crown Colonies, resolved that, in view of the great importance to the Empire as a whole of producing a sustained yield of all classes of timber and of encouraging the most economical utilization of timber and other forest products and of maintaining and improving climatic conditions in the interests of agriculture and water supply, each of the Governments of the Empire should lay down a definite forest policy to be administered by a properly constituted and adequate forest service. The foundation of a stable forest policy, they believe, must be the collection, co-ordination, and dissemination of facts as to the existing state of forests and the current and prospective demands on them.

Among their recommendations with regard to constitution and status are the definition of forest policy in a Forestry Act or Ordinance; the assurance to the Forests Authority of adequate funds; the grant to members of the forestry service of the status of Civil servants, with due provision for pensions; and the establishment in each of the larger parts of the Empire of an officer to advise on forest policy and surveying its execution.

RESEARCH AND TRAINING INSTITUTES.

Approval is given to a scheme of research in which the chief problems are grouped under the heads of the growing of forest crops and the utilization of timber and other forest products. The State is declared to be primarily responsible for forestry research work, and therefore for its control and subsidy. It may be carried out either directly by the State through its own officers or through the medium of the universities or other institutions.

With regard to the United Kingdom, the Committee suggests that requirements would be met by the establishment of a research institute to deal with problems connected with the growing of forest crops, and a research organization which should include a central institute to deal with problems connected with the utilization of forest products. The former should prove of indirect assistance to India and the Dominions and the Crown Colonies in connection with education, and the latter of direct assistance to the various parts of the Empire and particularly to the Crown Colonies.

The Conference further decided that it should be a primary duty of forest authorities throughout the Empire to establish systematic schemes of forestry education. It is suggested that one institution for training forest officers should be established in the United Kingdom; that students should

NOTICE.

CATHOLIC CATHEDRAL HONGKONG.

Celebrations in honour of the canonization of St. Margaret Mary.

Friday, 15th October.

5.30 p.m. Rosary; Sermon in Chinese; Benediction.

Saturday, 16th October.

5.30 p.m. Rosary; Sermon in Portuguese (Very Rev. Fr. Nunes); Benediction.

Sunday, 17th October.

8 a.m. Pontifical Mass. General Communion.

4 p.m. Rosary.
Procession (along Caine Road, Peel Street, Mosque Street, Robinson Road and Albany Road).

5.30 p.m. Sermon in English (Rev. Fr. O'Shea American Catholic Mission, Kwangtung.)
Te Deum.

HUSBAND AND WIFE ON BENCH.

Mrs. Tennyson d'Eyncourt, of Tealby, Lincoln, who has been appointed a Justice of the Peace, occupied a seat on the bench at the Marylebone Police-court recently by the side of her husband, Mr. E. Tennyson d'Eyncourt, the Metropolitan magistrate.

be selected from graduates who have taken honours in pure or natural science at any recognised university; and that encouragement should be given to the existing provision made by universities and colleges for instruction in forestry for those who do not desire to take the full course suggested for the forestry service. Adequate provision for woodmen's schools is also recommended.

The Conference strongly supported the suggestions and recommendations for the constitution of an Imperial Forestry Bureau, as being essential to the proper development of the forestry resources of the Empire.

It is recommended that the next Conference be held in Canada in 1923.

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"ELPENOR"	16th Nov.	London, Rotterdam & Antwerp
"ATREUS"	33rd Nov.	London, Amsterdam & Hamburg
"AGAPENOR"	1st Dec.	London, Amsterdam & Antwerp
"THESEUS"	7th Dec.	London, Amsterdam & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"PELEUS"	26th October	Genoa, Liverpool & Glasgow
"IDOMENEUS"	1st Nov.	Marseilles, Havre & Liverpool
"TELAMON"	2nd Nov.	Liverpool
"ANTIOCHUS"	15th Nov.	Genoa, M'les, L'pool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)

"TEUCER"	23rd October	Victoria, Seattle and Vancouver
"INION"	16th Nov.	
"TALTHYBIUS"	7th Dec.	

NEW YORK SERVICE

(via Suez or Panama)

"TYDEUS"	24th November	
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HOMER PASSENGER SERVICE

"TEIRESIAS"	23rd October	for London direct
"IDOMENEUS"	1st November	for Liverpool via Marseilles
"PYRRHUS"	21st December	for London direct
"ALCINOUS"	28th December	for London via Marseilles

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(HOLLAND-EAST ASIATIC SERVICE)

NOTICE TO CONSIGNEES.

From AMSTERDAM, ROT-
TERDAM, HAMBURG
& GENOA.

The Steamship

"KANGAEAN"

having arrived from the above
ports, consignees of cargo by her
are notified that all goods are
being landed at their risk into
the hazardous godowns of the Hong-
kong & Kowloon Wharf & Godown
Co. Ltd., whence and/or from the
wharves delivery may be obtained.Goods not cleared by the 21st
October, 1920 will be subject to
rent.All broken, chafed and damaged
packages are to be left in the
godowns, where they will be
examined on 20th October, 1920
at 10 a.m. by Messrs. Goddard
& Douglas.Claims against the steamer
must be presented in writing
within ten days after arrival of
steamer, otherwise they will not
be recognized.No Fire Insurance will be
effected by the undersigned in any
case whatever.Bills of Lading will be counter-
signed byJAVA-CHINA-JAPAN LIJN.
General Agents.

Hongkong, 14th October, 1920.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

From SOURABAYA,
BATAVIA, SINGAPORE &
SAIGON.

The Steamship

"CADARETTA"

having arrived on October 13th
from the above mentioned ports,
consignees of cargo are hereby
notified that they must take im-
mediate delivery of same along-
side, and all cargo impeding dis-
charge will be landed at their risk
and expense into the hazardous
Godowns of the Messrs. Frank
Waterhouse & Co. Yau-mai Shel-
ter, and at consignees' risk.Consignees must produce an
Import Permit before bills of
lading can be countersigned.All broken, chafed and damag-
ed goods are to be landed in Frank
Waterhouse & Co's godowns,
where they will be examined by
Messrs. Carmichael & Clarke on
Oct. 18th, at 2.30 p.m.All claims must be presented
within 10 days of the steamer's
arrival here, after which they
cannot be recognized.No Claims will be admitted
after the goods have left the
steamer or godowns. Goods re-
maining undelivered after Oct.
20th, will be subject to rent.No Fire Insurance whatever
will be effected.Consignees are requested to
send in their bills of lading for
countersignature.THE ROBERT DOLLAR CO.
Operators U. S. Shipping Board.

Hongkong, 13th October, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

The Steamship

"SAMARANG MARU"

From JAPAN

Consignees of Cargo are hereby
informed that all goods are
being landed at their risk into the
Godowns of the Hongkong and
Kowloon Wharf and Godown
Company, Ltd., at Kowloon,
whence and/or from the wharves
delivery may be obtained.Optional Cargo will be forward-
ed unless notice to the contrary
be given before 9th inst.No claims will be admitted
after the Goods have left the Go-
dows, and all Goods remaining
undelivered after the 15th inst.
will be subject to rent.All claims against the steamer
must be presented to the Under-
signed on or before the 25th inst.
or they will not be recognized.All broken, chafed, and damag-
ed Goods are to be left in the
Godowns, where they will be ex-
amined on the 15th inst. at 10 a.m.No Fire Insurance has been
effected.Bills of Lading will be counter-
signed byDODWELL & CO. LTD.
Agents,

Hongkong, 11th October, 1920.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

The U. S. S. B.

"WEST HEPBURN"

having arrived from San Fran-
cisco and ports on October 10th,
1920, consignees are hereby noti-
fied that their cargo is being land-
ed at their risk into the hazardous
Godowns of the Hongkong &
Kowloon Wharf & Godown Co.
and stored at consignees' risk.All broken, chafed and damag-
ed cargo is to be left in the
Godowns until Thursday, Octo-
ber 14th, 1920, when they will be
examined by Messrs. Carmichael
& Clarke at 2.30 p.m. on Thursday
October 14th, 1920.Claims will not be accepted un-
less cargo is so examined by said
Surveyors, prior to the above date.All claims must be presented
within a month of the steamer's
arrival here, after which they will
not be recognized.No claims will be admitted after
the goods have left the Godowns.All goods remaining after
October 17th, 1920, will be sub-
ject to rent.No Fire Insurance whatever
will be effected.Consignees are requested to
send in their bills of lading for
countersignature.THE ROBERT DOLLAR CO.
Agents.

Hongkong, 12th October, 1920.

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50 B.H.P. now in stock
also spare parts.Works ... Tel. K.21.
Manager ... K.329.
Secretary ... K.369.
Harbour Engineer ... K.23.
Telegrams "SEYBOURNE."

GENERAL NEWS.

SWAN STOPS SWIMMING RACE.

During a swimming race in the
Thames at Windsor a ferocious
attack was made upon competi-
tors by a swan. Without warn-
ing, the bird which it is presumed
had a nest of young in the vicini-
ty, raced towards the swimmers
with wings spread ready for a
conflict. So ferocious was its
attitude that the started competi-
tors turned hastily for the shore,
and the race became one of men
versus swan. Fortunately rowing
boats were close up, and the bird
was kept off until the bathers had
landed. After the angry bird had
retired the race was resumed.FAMOUS HOSPITAL'S FINANCIAL
POSITION.The report on the financial
position of the London Hospital
states that a proposition to close
the institution had been con-
sidered, but that it was finally
determined to carry on until the
funds were exhausted, and to in-
form the Ministry of Health of
the hospital's desperate position.
A system of payment at the rate
of one guinea a week by adult
in-patients is now in vogue, and
the average takings reach about
£50 a day. There are indica-
tions, it is added, that other hos-
pitals will follow the "London"
in its paying-patient experiment.

THE POSITION OF SILVER.

AMERICAN BANK'S
ATTITUDE.The unsuitability of silver as a
monetary standard has again
been demonstrated by the recent
unprecedented movements in the
price of that metal, states a
bulletin of the National Bank of
Commerce (U.S.A.), discussing
"The Silver Situation." Within
a year silver quotations have
fluctuated more than 100 per cent.
on the London market and 70
per cent. on the New York
market.In some countries, the high
price of silver led to the
melting and sale of
hoards of silver accumulated
during the war, and even to the
melting and sale of coins still in
circulation. Some countries, in
order to retain their small
change, were forced to lessen the
amount of silver in their sub-
sidiary coinage or to substitute
coins of base metal for silver.As a result of these developments
the demand for the metal for
coinage purposes slackened, and
to-day the dependence of the
world on silver for coins is less
widespread than it was.The bank emphasizes as an im-
portant factor in the high price
of silver the decline in production,
particularly in Mexico, where,
largely because of political
disturbances, the output fell from
71,000,000 ounces in 1913 to
23,000,000 ounces in 1914, only to
fluctuate between the latter
figure and 53,000,000 ounces in
1919. There is no evidence, the
bank says, that the mines in
Mexico are becoming less pro-
ductive, and "there is every
reason to believe that the
Mexican output, once the political
atmosphere has cleared, will be
at least as large as before."The result of the purchase pro-
visions of the Pittman Act and of
the mint regulations, says the
article, in discussing the probable
future price of silver, "is to
establish two separate and distinct
markets and quotations for
silver."In the United States, domestic
commercial silver 999 fine is
virtually pegged at 93½ cents. If
the price for foreign silver should
rise above \$1 an ounce treasury
purchases would automatically
cease. But the price would prob-
ably not get much above \$1. Theannual output of the United
States is about one-third that of
the entire world, and a price ma-
terially above \$1 would add this
amount to market supply, in-
creasing it possibly by one-half.
It would therefore seem that the
price could at most rise only
fractionally higher than the Pitt-
man law figure, unless it is to be
supposed that demand and sup-
ply should both be as abnormal as
during the war period.It has frequently been assert-
ed that a greater use of silver as
standard or redemption money
would be inevitable as a means
of stabilizing inflated paper cur-
rencies, particularly in view of
the decline of gold production.
But it is apparent that if new
silver is to be relied on for this
purpose it will be many years be-
fore adequate reserves for exist-
ing issues can be accumulated.
Unless the price of silver goes
above \$1 a fine ounce or the pur-
chase clause of the Pittman act
is repealed, the output of the
United States will not for at least
three years be available for these
reserves. If silver is so used,
either it must be adopted by some
countries as the exclusive mon-
etary standard or a legal ratio
between the values of gold and
silver must be settled upon. Either
alternative involves the question
of bimetallism.A return to bimetallism would
in all probability mean a return
to an alternating standard, now
of gold, now of silver, such as
the world sought relief from when
it chose gold as the more stable
monetary standard. The adop-
tion of a single silver standard
by some countries while other
important commercial nations use
gold would result in giving the
foreign exchanges with the silver
countries a fluctuating par of
exchange such as China now has.
The conduct of international
business would thereby be inter-
fered with rather than facilitated,
and the proposal is therefore un-
desirable.

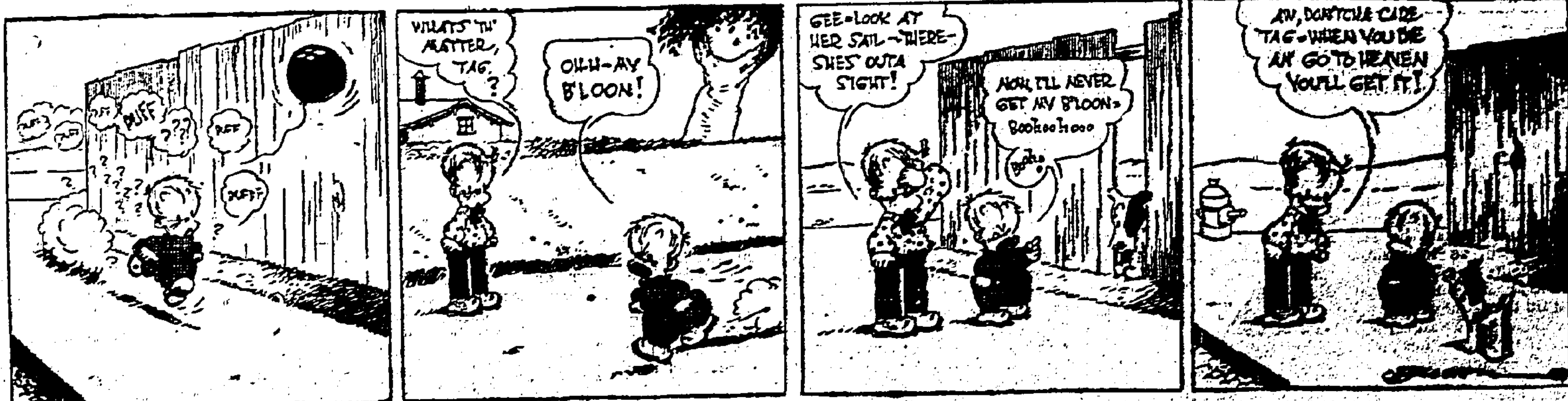
ST. HELENA'S NEED.

St. Helena, mentioned in his-
tory at intervals of about a
century as a suitable retreat for
dethroned monarchs, needs a
dentist to go there and make a
prolonged stay, states a Colonial
Office report. Hitherto all
efforts to induce a qualified
dentist to visit the island have
proved unsuccessful, mainly on
the score of expense.

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All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$36 per annum. (Payable in Advance.)

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The "Hongkong Telegraph" is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

Single Copies, Daily, ten cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshien, Canton, who are our agents there.

The Hongkong Telegraph

HONGKONG, SATURDAY, OCTOBER 16, 1920.

HELP FOR THE CHINESE.

With the meetings in New York of leading banking representatives of Britain, America, France and Japan to arrange the terms upon which financial assistance shall be rendered to China, the Consortium begins to assume tangible shape. For the time being, the group will be confined to these four Powers, but that they do not seek a monopoly is shown by the fact that the Consortium will consider applications for membership from banking interests of other nationalities. The main point is that China, through her own fault, is in dire financial straits, that she cannot carry on even the weak and inefficient administration now exercised without outside help, and that foreign bankers are willing to assist her, provided terms satisfactory to both parties can be arranged. And in this connection, of course, the proper use of the funds secured is a point of supreme importance. By insisting on assurances and some measure of control in this regard, foreign banking groups are not only looking after their own interests, which is prudence, but at the same time they are serving China also, for without control over expenditure it would be better for the Chinese were they never to receive a cent of foreign money.

This question of combined foreign financial aid to China has been deliberated upon for very many months now, and at last matters are approaching a head. The Diplomatic Body in Peking has been in constant touch with the Chinese Government on the subject, and a few weeks ago it caused to be forwarded to the Government the documents outlining the terms upon which the foreign bankers were prepared to finance China through the medium of the Consortium. These documents were handed to the Government in confidence, and with them was a covering note sent by the four principal Powers. So that all through the transactions the foreign Powers have been officially concerned in the project. The meetings now being held in New York are to consider the whole realm of the general requirements of China, from currency reform, railway development and the projected Hu Kuang scheme to the disbandment of soldiery. But of even greater importance is the question of the degree of supervision to be exercised by the Consortium representatives of the proceeds of the proposed loan, whilst the matter of stipulations regarding political stability required before the loans are granted is likely to prove rather a difficult issue, if we are to judge by the constantly changing complexion of the Governments both in North and South China.

Of peculiar interest to us here is the question of granting part of the loan proceeds to South China. At the time of writing we do not know the decision of the banking delegates on this point, but it must be obvious that financial aid to Canton from a Consortium such as this would be tantamount to recognition of the South China Government. And if recognition is accorded, there will be little hope, we fear, of an early union of the whole country under one central Government. We see that the surpluses of the Salt Gabelle and Customs duties are to be pledged as guarantee for the repayment of the proposed loans. These sources are already standing security for other foreign obligations, though their earnings are so large that they can easily stand further hypothecation. But it is worth while pointing out that so far as the salt revenues of the South go, these are not remitted, as they should be, to Peking, though the Central Government meets the obligations to foreign lenders for the whole country. In point of fact, there are many anomalies existing in regard to the handling of the Customs and the salt revenues in the South, and whatever the result of the present deliberations in New York be on other points, we do hope that matters in this respect will be placed on a far more regular and satisfactory footing.

NOTES & COMMENTS.

DARK CLOTHES.

Already we have the serge suit back with us, though only the very chilly ones have had the courage to wear it. The steady monsoon now setting in from the North has brought cooler days and much cooler nights, and all Hongkong will soon be bringing out the suits of last winter that have been keeping company with naphtha balls during the many months of summer. One of Hongkong's best dressed men was heard to remark the other evening: "Thank heavens, we shall soon be looking more like Christians and less like stewards." We don't think that he meant stewards couldn't be Christians, though we have travelled on some ships where they have had ample provocation not to be. Men's fashions change but little, but coats having only two buttons and the "slit" in the back are considered the thing just now. At least we are told so by the tailor who has just astounded us with the charge he is going to make for a new suit. Hats are noteworthy for their wider brims—a fashion that has been copied from our American friends. And hats will be just as noteworthy for their price. Residents will possibly have noticed in the windows of some of our leading men's shops that hats of a certain well-known make are being exhibited. Ambitious men will discover that for the "No. 1 piece" no less a sum than \$45 is being asked. Made of real beaver fur, beautifully finished and in every way a masterpiece, the hat would grace the head of a millionaire. But \$45 brings home its value with a rather disconcerting bump. Newspaper men cannot afford them, anyhow, and so it is not worrying us any. We will struggle to keep respectable, though even that will present its own little problems.

THE VOLUNTEER SCOTTISH.

The appeal of Mr. G. M. Young at Thursday's meeting of the St. Andrew's Society on behalf of the Volunteer Defence Corps should have a good result. Personally, we think it a most happy suggestion that the Scottish Company of the Corps should be made the centre of all Scottish sport. The result would be to unify Scotsmen even still further, to encourage enlistment in a Corps that is badly in need of further support, and to provide an incentive to Britishers other than Scottish to join up and not be beaten quite so easily. The Chairman very rightly pointed out that the necessary number of drills is only ten and that the annual Camp can be done in two weekends. These facts ought to be more widely known and there should be a larger number of men than has so far been seen ready to come forward and render this rather nominal service to the Colony. It is through the realm of sport that a better appeal might be made. If to belong to the Corps carried with it certain sports facilities or even gave a man a chance of playing his particular game among some really good men, then we ought to see a fairly big influx of new members. If the Scottish Company can be made strong in sport there is no reason why the other Companies could not follow suit. Friendly rivalry is one of the finest things that could be infused into such a body and we are optimistic enough to hope that Mr. Young's very thoughtful suggestion will have the desired result.

TORTURES FOR BEAUTY.

Whilst Hongkong is fortunately free from those who call themselves "beauty specialists" the ladies of New York have been taken to task a little lately by one of the well-known American papers for giving support to people who live by bolstering up the vanity of the already fair sex. But reply has been made that they who suffer for beauty's sake are neither to be pitied, nor censured, nor laughed at. It is time for a few friendly words. Consider the girl who visits the beauty doctor to have her eyebrows plucked. One by one the hairs are pulled out until the eyebrows are reduced to the fineness of a pencil mark, in accordance with the prevailing fashion. Each pull at each tiny hair has a torture all its own, but beauty doctors report that never is a cry of pain heard. Agony suffered for beauty's sake is pleasure for these pretty martyrs who put to shame those men who agonize when they must wait ten minutes for their turn in a barber shop. But it should not be thought that

DAY BY DAY.

BEGIN NOTHING UNTIL YOU HAVE CONSIDERED HOW IT TO BE FINISHED.

It is proclaimed by order of His Excellency the Governor-in-Council that Kobe is a place at which an infectious or contagious disease prevails.

The following additional firm has been granted a licence to trade under the Non-Ferrous Metal Industry Ordinance, 1919:—Israel (China) Limited.

His Excellency the Governor has appointed Mr. K. H. Digby, M. B. B.S. (London), F. R. C. S. (England), to be a Member of the Medical Board for a further term of three years.

New Kowloon Inland Lot 311, situate at Shan Shui Po, containing about 7,337 square feet, is to be sold by auction at the P. W. D. Offices on November 1st. The upset price is \$1,944.

"Effective at San Francisco December 11th 1920.—The s.s. 'Nile' and s.s. 'China' will thereafter make Singapore a regular port of call, and the s.s. 'Nanking' will make Manila a port of call."

The Government Gazette gives full details of the schedule of allotments to various Clubs for sporting purposes in respect of Wongneichong, Queen's, King's Park and Sookunpoo Recreation Grounds.

Mr. C. T. Surridge, Acting Agent of the China Mail Steamship Co. has received cable communication from his principals in San Francisco regarding change of schedules for the vessels of the China Mail Steamship Company Ltd., as follows:—

A highway robbery was reported as taking place in Tytan Bay yesterday. At the bridge, a Chinese living at Stanley Village was held up by two robbers, one of whom pointed a revolver at him while the other extracted money and valuables from his person to the extent of \$6.30. The robbers then decamped.

At to-morrow's Pontifical Mass (8 a.m.) at the Catholic Cathedral the Kyrie and Gloria will be from Milner's "Missa Sa. Nominis Jesu" and the Credo from Perosi's "Missa Pontificalis." The music of the Sanctus and Agnus Dei has been specially composed by Fr. A. Riganti. At the evening celebrations the Tantum Ergo and the Te Deum will be sung by the whole congregation.

A robbery has been reported to the Police from Sui Lau Tin, at Aulan in the New Territories. On Thursday at 1 a.m. five men armed with chopsticks entered one of the houses occupied by a medicine dealer and made a thorough overhaul of the valuables of the premises. They stole property to the value of \$50 and money to the extent of \$20 before making their departure.

Mr. Henry Hobden, who during the war was in charge of the Far Eastern section of the Foreign Office Department dealing with overseas trade, is about to pay a visit to China on behalf of the Federation of British Industries. He will generally study the position and make any special inquiries that members of the Federation may desire. Mr. Hobden knows China, as he was formerly stationed in Chefoo when in the Eastern Extension Telegraph Company, and he has kept his hand in since then in the work of the Overseas Department.

such martyrdom is a new thing for the sex. On the contrary, the suffering has been going on through many centuries. As far back as 1810, Isaac D'Israeli, writing on "Female Beauty and Ornament," said: "In China the girls are continually plucking their eyebrows that they may be thin and long." And in ancient Persia, where the aquiline nose was fashionable, girls who were born with straight noses would have them broken in order to give them a hump! Among the ancient Peruvians it was the custom of the women to wear in their nose rings proportioned in thickness by the rank of their husbands.

1895.
HONGKONG TWENTY-FIVE YEARS AGO

(Compiled from the "Hongkong Telegraph" files for week ending Oct. 23rd, 1895.)

THE DOLLAR.
Oct. 17th.—The rate of the dollar, on demand, to-day is \$2 2-1/2d.

NEW CITY SCHEME.
Oct. 19th.—Mr. Li Sing's new city on the other side of the water, between Samsui and Lai Chi Kok and wholly on Chinese territory, is a noteworthy project and is deserving of rather more consideration at the hands of our rulers than it seems, so far, to have obtained. Two hundred acres of ground levelled and properly laid out, even allowing for street and lanes of dimensions acceptable to European ideas, will permit of the erection of several hundreds of Chinese houses, and will afford cheap accommodation to many thousands of Chinese. If the Chinese Government would allow Messrs. Ho Ancei and Li Sing to establish in his new city a municipal Government of their own, and a Police system of their own, it would be easy to keep the place in order. Our Chinese friends are capable of carrying on such a Government, but if the place is left to Mandarin rule, of the ordinary type, the type that closes gambling houses to-day in obedience to an order and reopens them the day after in consideration of a "squeeze," then we fear the new city will in time become a source of grave danger to the Colony and be the continual cause of trouble and annoyance.

"NO PUSH."
Oct. 19th.—It is a reproach to us and to our Chinese Government that it has been left to Chinese enterprise to establish such a suburb to our City. All that land on the opposite side of the Harbour ought to have been long ago by purchase in European hands. It could have been got for a mere song, and there were times when the Canton authorities would have raised no objection. It is different now. There is no enterprise, no push in the Colony, no men with new ideas and the power to make these ideas live. We go on year after year in the old groove, imports and exports, opium, cotton and grey shirtings, and year by year the profits on these branches of business are passing more completely into Chinese hands.

U.S. ADMIRAL.

OFFICIAL LANDING THIS MORNING.

Rear-Admiral Casey Morgan, Commander of the 16th Naval District, and second in command to Admiralty Greaves, arrived in the Colony yesterday afternoon aboard the torpedo-boat-destroyer Hart. The destroyer was accompanied by the U.S. gunboat Helena.

The official landing took place at 10.30 this morning at Blake Pier. The Admiral accompanied by the Acting American Consul Mr. Leighton Hope was met by a guard of honour drawn from an Indian Regiment, and by Captain McGrath, A.D.C. to H.E. the Governor. The party was then conveyed in motor cars to Government House when they were received by His Excellency.

After the visit to Government House, the Rear-Admiral proceeded to the Headquarters of the China Command, where he paid a call on His Excellency Major General Ventris.

It is stated that after the official of round calls Rear-Admiral Morgan will proceed to Canton.

TO DOG OWNERS.

RESTRICTIONS REMOVED.

It is notified in the Gazette that the regulations made by the Governor-in-Council on May 20th, under Section 6 of the Dogs Ordinance, have been repealed.

These regulations provided that, except with the permission of the Colonial Veterinary Surgeon, the removal of any dog from any one district of the Colony to another was prohibited; and that no dogs brought from China should be permitted to land in the Colony without the consent of the Colonial Veterinary Surgeon.

"OUR DAY."

CANTON BRITISH RED CROSS SOCIETY.

In response to the recent appeal by the Joint Council of the British Red Cross Society and Order of St. John of Jerusalem, a sum of £200 13s. 2d. was remitted Home as undernoted:—

Ablong A.E.	5.
Alexander W.A.	25.
Alonso D.A.	5.
Alport C.M.	10.
Anderson J.H.	3.
Batchelor R.K.	25.
Bing F.E.H.	5.
Black E.D.	10.
Bond H.H.	10.
Boothby B.T.B.	25.
Brameld T.	10.
Brazier H.W.	1.
Brooke F.J.	1.
Brown J.W.	2.
Brown H.D.	25.
Bruce D.G.	25.
Bullin J.A.	10.
Carrage J.E.	5.
Carmichael E.G.W.	5.
Chard R.J.	10.
Chesshire A.N.	10.
Clark S.N.	3.
Courtney G.N.	10.
Crawford J.D.H.	20.
Daily Farm Ice & Cold Storage Co. Ltd.	25.
Delton W.M.	3.
Danenberg F.F.P.	5.
Davidson P.A.	10.
Deacon & Co. Ltd.	25.
Harbert Dent & Co.	200.
Dispecker L.C.	5.
Dorababoy & Co. S.	10.
Drummond P.	25.
Eager O.	25.
Forbes H.J.	1.
Forbes D.	50.
Found	10.
Goffe H.	50.
Griffith T.E. Ld.	100.
Hallums M.W.	1.
Hamet A.H.	20.
Hanisch S.J.	10.
Hannibal & Co. W.A.	25.
Harrison J.B.	20.
Herb F.C.	25.
Hill S.	5.
Hogg A.V.	10.
Hogg, Karanjia & Co. Ltd.	100.
Holland T.	25.
Holton A.	25.
Hudson W.S.	5.
James Miss A.	5.
Jameson Dr. A.B.	10.
Jameson J.A.	10.
Jardine Matheson & Co. Ltd.	100.
Johnston T.B.	20. & £3.
Kavarana B.F.	10.
Kavarana H.S.	20.
Kennedy J.	10.
Kitching G.C.	10.
Lee G.W.	15.
Little Adams & Wood	50.
Lorley & Co. W.R.	50.
Martin A.	10.
Mogra E.R.	10.
Mousley H.T.	10.
Nelson R.T.	25.
Newman A.L.	5.
Nestle & Anglo Swiss Milk Co.	50.
Nixon F.A.	100.
Nowers W.A.	50.
Pavri K.S.	40.
Peacock C.E.	25.
Pegge W.O.	3.
Pepperell E.	5.
Poboomull Bros.	20.
Powell A.L.	1.
Quin A.E.	10.
Read W.	10.
Reid C.H.	10.
Reid E.U.	25.
Rockley F.	1.
Rolle C.H.	25.
Sadick P.W.	5.
Sandeman H.H.	50.
Shaw G.	5.
Sly E.A.	5.
Smeeden J.	1.
Smith H.E.	50.
Smith H.S.	10.
Smith J.T.	10.
Smyth E.H.	5.
Souter E.B.G.	25.
Sutton H.	50.
Taylor R.A.	5.
Taylor Mrs. S.M. (Executors)	25.
Tepe Rev. S.G.	10.
Tregillus E.C.	25.
Tudhope G.	10.
Vazis A.D.	10.
J.P. Vasulis	41.
Walker H.	10.
Ward J.	25.
Watson & Co. Ltd.	50.
A.S.	50.
Watson C.E.	5.
Williams T.	5.
Wilson A.	25.
Woodburn R.S.	5.

2422.10/-

\$1,881.

@ 4-1/4 = £378.3/2

2500.13.2

TO-DAY'S MISCELLANY.

The growing band of amateur wireless experimenters who are installing small receiving sets above their dwellings will get quite a lot of news for nothing. If they keep their ears glued to the receivers, remarks a Home contemporary. But there are some things they can pick up at definite times during the day—the weather reports sent out from the big European stations and the Greenwich mean-time signal, which is radiated twice every day, at 10.30 a.m. and 10.30 p.m. This latter, by the way, is sent out from the Eiffel Tower, Paris, and is primarily meant for ships at sea as a check on their chronometers. But among others who receive it is the Astronomer-Royal at Greenwich, who recently erected a receiving installation in the Royal Observatory grounds mainly for the purpose of getting from Paris the time for the accuracy of which he is responsible.

Since Miss Daisy Ashford set the fashion with her now-famous "The Young Visitors" there has been a veritable epidemic of juvenilia composers, the public being gravely informed that certain novels, plays, and poems are the unassisted work of children scarcely out of the nursery. The latest announcement refers to a book written unaided, by a girl between six and seven years of age. It is "The Diary of Opal Whitley," and tells of the childhood of a life in an Oregon lumber camp, and her love for and appreciation of nature. These young aspirants are fortunate in their literary sponsors. Sir James Barrie contributed a fore-word to Miss Ashford's tale, and the little student of Nature who now offers her views to the reading public has secured Viscount Grey of Fallodon as her impresario.

The working man at Home has been receiving some straight talk from the Rev. Bruce Cornford, vicar of St. Matthew's, Southsea, who says: "The gadfly throughout the entire country, the so-called working-man, appears to have completely lost his head and his mission. The testimony from every quarter is the same. He is only usually prepared to give about three hours' work for eight hours' pay. He is often rapidly developing into a low, contemptible shirker. Now the British working-man has just one single thing to offer to his country and to his God—work. He has neither wit, education, culture, manners, experience, leadership, corporate sense, unselfishness, nor, speaking collectively, any of the great qualities that go to make a commonwealth. At the present moment, well paid and with the corporate tyranny of vast trade unions at his back, he is learning the foolish trick of pretending to govern the nation. The porters and the miners, with countless others, are becoming no longer a public service, but a public danger. The reverend critic is nothing if not candid."

At the famous English race course at Newmarket, bookmakers are forbidden to erect stands or display boards, and when Sir John Lavery, R.A., went there to sketch the course for a projected picture, and set up his easel, a policeman told him to "get out of it." The distinguished artist attempted to point out that this was an easel and not a stand, and the policeman asked him whose permission he had. The artist said he was Lord Derby's guest, and therefore needed no written permit. The policeman looked down on the artist, with an indulgent smile. "Same old yarn!" he said. "I've heard it all before. Come! Hop it!" And the artist had to obey. Another academical discovered a beautiful cottage far from the road. "I'll paint it," he said. For an hour he worked undisturbed and then a fierce looking man with a dog appeared and asked him what he was doing. The painter said he wished to make a picture of the cottage. The man was furious and ordered him to clear out. "I've the greatest difficulty in keeping off cottage-hunting fiends as it is," he said, "and now you are going to advertise me and I shall have to barricade myself against intruders wanting to purchase a house I don't want to sell."

HONGKONG TELEGRAPH EXTRA.

WEDNESDAY, OCTOBER 14, 1920

REUTERS TELEGRAMS

THE COAL STRIKE

REJECTION OF OWNERS' PROPOSALS

London, October 14.
The following is the result of the miners' ballot:—For acceptance of the owners' offer, 181,428; against, 635,098; majority against, 453,670.

MR. LLOYD GEORGE'S REPLY.

London, October 14.
The outlook is blacker to-night than it has ever been during the months of the crisis. The gloominess of the situation is reflected in the Prime Minister's reply just published to the Miners' Federation's intimation of the result of the ballot and a notification that cessation of work will start on Saturday unless the 1/- daily wages advance is granted. The Prime Minister says:—"In facing the trials which the decision of your Conference has to-day imposed upon our people, the country will be doubtless fortified in its determination to endure, by the fact that the proposals of its elected Government have received the support of the most responsible and experienced minds within the Miners' Federation."

Mr. Lloyd George, further in the course of his reply to the Miners' Federation, expresses the greatest regret at the miners' decision, regarding which it is impossible to conceive any action more likely to cause serious disaster to the country's trade or more gravely increase unemployment. He also points out the injurious effects on struggling Continental nations dependent on a supply of British coal. He reviews the recent fruitless proposals and notes that the whole country must deplore that Mr. Smillie's and the other prominent miners' leaders' support thereof was not followed. He concludes:—"We have explored and are still ready to explore every avenue that might lead to a peaceful solution of the difficulty and can only regret that supremely reasonable proposals have received final rejection at the hands of the Conference."

COMMERCIAL AIRSHIPS.

WHAT THE FUTURE MAY BRING.

London, October 14.
A fascinating picture of the commercial airship of the future was drawn at the Air Conference this afternoon by Commander Sir Trevor Dawson, who foreshadowed a weekly or bi-weekly passenger service from Europe to South Africa, India and Australia by airships flying at sixty miles an hour, thus reducing the time of a journey from London to Capetown or India to five days. The airships would be rigid, 800 feet long, with gas capacity of at least 4,000,000 cubic feet, carrying a hundred passengers. The probable cost of a regular airship service between England and India, carrying four tons of cargo and a hundred passengers each way, weekly, would be about 2s. 9d. a ton mile, giving passenger rates about 50 per cent. higher than the present first-class steamer and mail rates of sixpence an ounce.

THE IRISH MURDERS.

GOVERNMENT TO "TREAT CRIMINALS AS CRIMINALS."

London, October 14.
Sir Hamar Greenwood, in his speech at Belfast, said the real bar to peace was the campaign of callous murder and intimidation, but, no matter what it cost in men and money, the Government would treat criminals as criminals. He added:—"We are breaking the terror in many counties. The boycott of the Police has ceased and will cease all over." The Government was setting up almost immediately a Special Constabulary Force under the Royal Irish Constabulary, composed of patriots having the right to protect their own homes. He hoped the time was not distant when Irishmen would all unite in common loyalty to the same Crown and be co-partners in that great communion of nations, the British Empire, which was the greatest secular instrument for good the world had ever seen.

AN IMPERIAL PARLIAMENT.

SIR SAM HUGHES' SUGGESTION.

London, October 14.
The Times correspondent at Toronto says that Sir Sam Hughes is introducing a motion in the Dominion Parliament advocating an Imperial Parliament, wherein the whole Empire would be represented to deal only with Imperial and International questions. Imperial Finance, Trade, Exchange, Defence and other questions, over which it might exercise authority, without infringing the material privileges at present enjoyed by the various parts of the Empire.

THE "MESPOT" SITUATION.

THE WORST NOW OVER.

London, October 14.
The War Office, reviewing the operations in Mesopotamia, states:—"The fact that certain tribes are not joining the insurrection on the advent of the sowing season, which changes the Arab soldier into an agriculturist, and the doubled efficiency of the British force, owing to the cessation of the hot weather, justify the view that the worst troubles are now over."

THE FIRE ON A GERMAN LINER.

Berlin, October 14.
A message from Hamburg says the fire on the liner Victoria Luise was confined to the refrigerating room. The vessel is not one of those to be surrendered to the Allies.

OXFORD DEGREES FOR WOMEN.

London, October 14.
Oxford University to-day conferred degrees on women for the first time.

THE MERCURY GARAGE CO.

FOR
GOOD CARS
PROMPT SERVICE
REASONABLE CHARGES.
CAREFUL DRIVERS.
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with Leather Soles or Neolin Soles
that Nerve Saving Quality with O'Sullivan's Heels.
Factory attached in the interest of Economy.
SOLE AGENTS:
YEE SANG FAT CO.
HONGKONG.

GERMS AND VACCINATION.

RESEARCHES OF THE
PASTEUR INSTITUTE SHED
NEW LIGHT.

A series of investigations into the germs of disease and their effects on human life has been conducted by Dr. Besredka, of the famous Pasteur Institute at Paris, and the medical correspondent of the Times discusses the preliminary account of the results in the light of a statement by a professional organ that these "are of such enormous practical importance and so subversive of the ideas hitherto held by bacteriologists that they merit close study by the whole medical profession."

In order to understand them it is necessary to grasp the elements of the bacteriological doctrine of immunity. According to this doctrine, the presence of bacteria in the body gives rise to the preparation by the body of antibodies. These are in circulation in the blood and are able to destroy the invaders.

On this conception was built up a series of tests for disease. Thus, it was argued that if antibodies were present in the blood of a man he must have been suffering from the disease—else why the antibodies? A method of finding out if the antibodies were present or not was (this is a very general description) to add some of the patient's blood to some of the germs of the disease and see whether the blood affected the germs or did not affect them. If it did affect them the antibody was present.

This is one of the ideas underlying vaccination. You give a man a small dose of dead germs (the poison made by the germs being active though the germs themselves are dead) and this sets going a process of antibody preparation within his blood. When living germs of the same species attack him the antibodies deal with them and the man escapes the disease. He is "protected" or "immune." On this idea our armies were protected against typhoid fever. They did not get typhoid fever, but they did get another disease very closely resembling it—paratyphoid fever. Then a new vaccine, which contained paratyphoid as well as typhoid (dead) germs was prepared and after that paratyphoid fever rapidly disappeared. Here is evidence of how "specific" antibodies are: the antibodies prepared by the

body strong against typhoid germs was not able to destroy their "first-cousins," paratyphoid germs.

Now it might be supposed from this—as indeed it has been supposed—that so long as a man had antibodies to a particular germ in his blood, just so long was he safe against this germ. If the antibodies disappeared his safety would disappear too. Hence the principle of re-vaccination at stated periods. It was also supposed that so long as germs were kept to one locality of the body they were much less dangerous than when they got into the blood stream itself. In a locality, so to speak, they might produce, says, an abscess—in the blood stream they gave a general infection. The antibody, thus, it seemed, tended to "localize" infection just as a police force localizes trouble and prevents its spread.

DR. BESREDKA'S TESTS.

Let us keep these ideas in mind when coming to Dr. Besredka's work: the idea of the necessity of keeping up a good supply of antibody in the blood and the idea of being able to localize the attack of the hostile germs and so avoid the danger of a general infection. Dr. Besredka began his observations on the disease known as bacillary dysentery and caused by a germ which bears the name of its discoverer, Shiga. He was anxious to find whether by a process of vaccination you could induce the blood to produce antibodies to this germ and at the same time avoid the severe poisoning effects which had occurred when the attempt was made. He began by injecting the living germs into the veins of rabbits. The animals died of dysentery. An examination of their bodies showed that only the intestines were affected. In spite of the fact that the germs had been put directly into the blood stream, there was nothing to show that this had exercised any greater effect than if the germs had been accidentally received into the system, as in human dysentery. The germs went to their immemorial seat of activity, the bowel; there and there only they wrought their evil effects. Their presence in the blood was apparently harmless—indeed, they lost no time in getting out of the blood and going to the tissues.

Here, then, was a reversal of the idea of "localizing" the trouble by producing antibodies in the blood. The disease localized itself. In other words the germs

PALACE HOTEL HANDICAP.

The first two games in the above handicap took place last night, and resulted as under:—

T. B. Golding, (minus 300), 250, beat H. Nicholls, (minus 30), 201.

Golding's best breaks were two 40's, 35, two 25's, two 24's, 25 and two 22's. Nicholls' highest was 19. J. Snook, (minus 200), 250, beat W. S. Cuff, (minus 75), 119. Snook's best breaks were 26, 21 and 18.

The games for Monday are: 6 p.m. F. Normanton (scratch) v. R. G. Tyrrel (-75) and at 9 p.m. a good game should be seen between A. G. Pile (-200) and H. Davis (-150).

In addition to the three prizes already put up, Mr. Oxberry, the proprietor, has offered another for the highest break over 50.

could only perform their evil functions on one particular area of the body. Until they reached this area their effect was small.

But this by no means exhausted the number of surprises. When germs were injected not into a vein, but merely under the skin, exactly the same thing occurred—the bacilli were mobilized, and leaving their original site, made their way towards the intestinal mucosa. Thus it mattered nothing whether the germs were swallowed or placed under the skin or in a vein. They all set about reaching their own area, and when they arrived there the trouble began. This is an anatomical conception of disease which, though not new, is of vast interest.

What of the effects of injecting dead dysentery germs? Were any antibodies prepared by the blood? It was found that after a single injection of dead germs and the lapse of 15 days, the amount of antibody present in the blood had increased 400 times. But after two injections at eight days' interval, the astonishing discovery was made that there was no trace of antibody at all. This was confirmed in various ways.

The natural question why one dose should produce an antibody (which lasted only a short period) and the second dose fail to produce any more, is, perhaps, best answered by recounting the fact that though there was no antibody present in the blood, the animals which had received the dose or doses were now, nevertheless, absolutely protected against the disease. They remained unaffected whether living germs were injected by vein or under the skin or given by mouth. Animals not so protected died from the same living germs in 24 hours.

SALVATION NOT BY ANTIDOTE. Here, then, was the idea that immunity or protection against dysentery is not an affair of the blood at all, but an affair of those special parts of the body in which the dysentery germs live and act. In short, that salvation is not by antibody but by some local effect, "the intestinal barrier becomes unbreakable," whatever the nature of that barrier may be.

This, it will be seen, is a conception of an absolutely different kind from that to which we are accustomed. One result—for the work applies also to typhoid fever—is that vaccination as now practised is unnecessary. It was found that a dose of dead germs given by mouth was quite as effective in producing this local protection as a dose given under the skin—the present method of vaccination. It is declared:—"In all these infections" (typhoid, dysentery, paratyphoid, etc.) vaccination is only efficacious when the vaccine finally reaches the intestine or certain zones of it. . . . The mode of vaccination to be preferred is the oral route; it gets to its required position directly and with the maximum of security.

Preliminary experiments on men have shown already that if the dysentery germs—dead—are taken by mouth no effects of any sort occur. We thus avoid the pain and malaise associated with vaccination as now practised. And the result is better. Both rabbits and mice which swallowed the dead germs were "solidly protected."

Thus we have the foreshadowing of a new and much simpler method of protection against certain diseases, a new conception how the body protects itself against these diseases, and an entirely new idea of the relationship between invader and invaded.

Only certain portions of our tissues appear to be vulnerable by certain germs.

NOTICES.

DAIRY FARM NEWS.

SAUSAGES

Pork Sausages

Beef

Liver

Bologna

Brawn

Made daily

TO-DAY'S SPECIALITY

Tomato Sausage

THE DAIRY FARM, ICE & GOLD STORAGE
COMPANY, LIMITED.

A Cheap Lamp is
an Expensive Light

A PHILIPS LAMP
IS A PERMANENT
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It is reported from Berlin that the mental and physical condition of ex-King Ludwig of Bavaria is causing anxiety.

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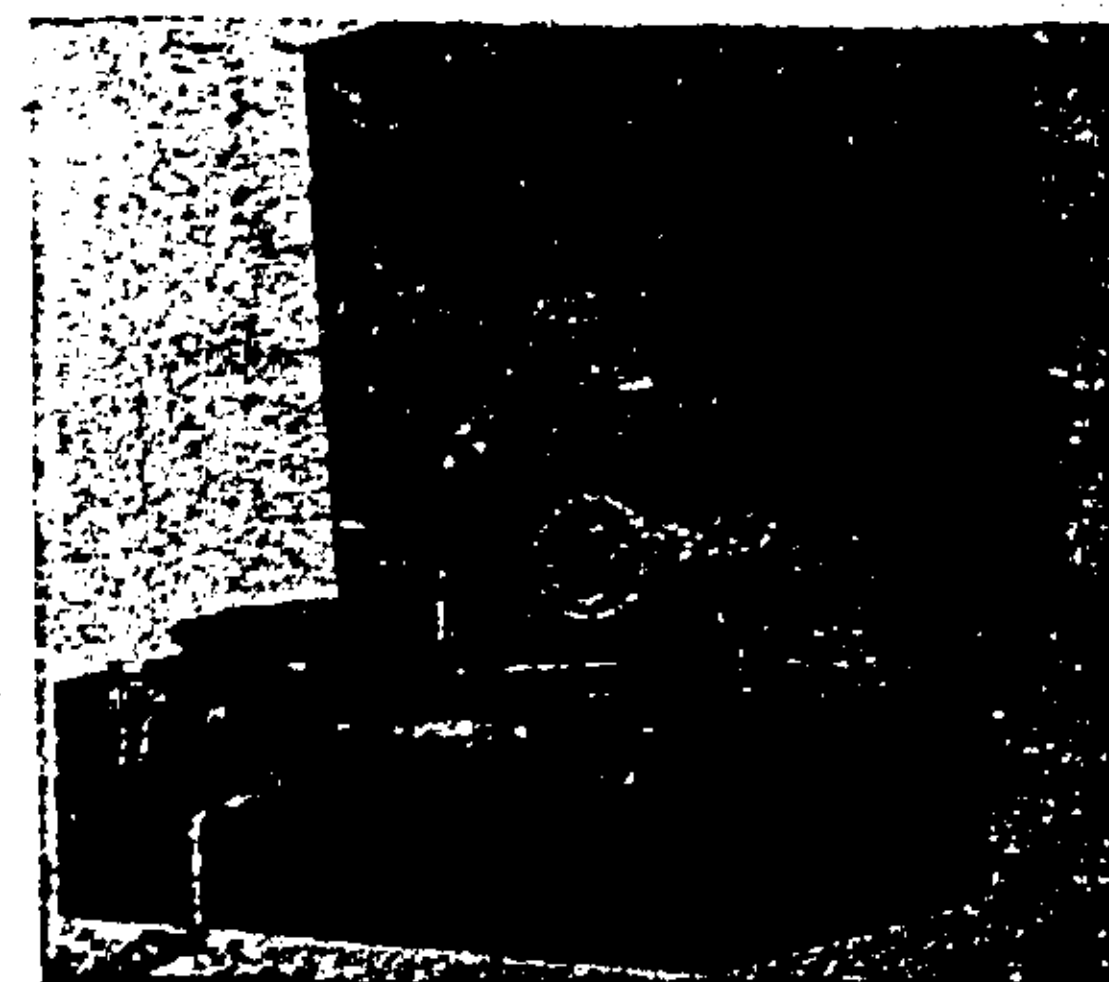
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OF
MACARONI, VERMICELLI, PASTE
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Steamer	From Hongkong	Due Vancouver
Empress of Russia	Oct. 21	Nov. 8
Monteagle	Oct. 25	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 15	Dec. 6
Empress of Russia	Dec. 16	Jan. 3
Monteagle	Dec. 31	Jan. 24
Empress of Asia	Jan. 13	Jan. 31
Empress of Japan	Jan. 19	Feb. 9
Empress of Russia	Feb. 10	Feb. 28
Empress of Japan	Mar. 15	Apr. 5
Empress of Asia	Mar. 31	Apr. 18

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. Traffic conditions on the Atlantic are so congested that the Pacific Atlantic route can be arranged by letter of cable for all passengers to Europe. Frequent sailings from M. S. to Europe, London and Liverpool. Passage orders, tickets, and all other necessary documents will be issued here.

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STEAMERS.

SAILING DATE.

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792.

SAN FRANCISCO.
U.S.S.B.

"WEST IRA"

Sailing on October 21st.

THE ROBERT DOLLAR CO.

Tel. 795 & 792

Gen. P. O. Bldg.

3rd Floor.

HONGKONG
SINGAPORESAIGON
SAMARANG

COURABAYA

REGULAR FORTNIGHTLY SAILINGS

TO AND FROM

THE ABOVE NAMED PORTS

NEXT SAILING

U.S.S.B. "CADARETTA"

Sailing on October

Operated on behalf of U.S.S.B. Emergency Fleet Corporation. Through B/L issued to any port or common point destination in America or Canada.

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THE ROBERT DOLLAR CO.

Tel. 792

RAY E. GUNN

Gen. P. O. Bldg.

795

Manager.

SAILING DATES.

EUROPE, U.S.A., ETC.

Dakar M.	N.Y.K.	Oct. 16
Tosa M.	N.Y.K.	Oct. 17
West Jessup	S. & D.	Oct. 17
Mishima M.	N.Y.K.	Oct. 18
Woonsocket	S. & D.	Oct. 18
Tanaka	S. & D.	Oct. 20
West Ira	S. & D.	Oct. 21
E. of Russia	C.P.O.S.	Oct. 21
Talyuan	B. & S.	Oct. 21
Keemun	B. & S.	Oct. 21
Tairosias	B. & S.	Oct. 21
Stentor	B. & S.	Oct. 21
Wakasa M.	N.Y.K.	Oct. 22
Kashgar	P. & O.	Oct. 23
Nikko M.	N.Y.K.	Oct. 23
Abercrombie	A.L.	Oct. 23
Tanaka	B.L.	Oct. 23
Monteagle	C.P.O.S.	Oct. 25
Peleus	B. & S.	Oct. 26
Tonyo M.	T.K.K.	Oct. 28
Eldridge	A.L.	Oct. 29
Sado M.	N.Y.K.	Oct. 29
Eastern	P. & O.	Oct. 30
Editha P.	S.T.C.	Oct. 30
Idomeneus	B.L.	Nov. 1
Nile	C.M.Co.	Nov. 6
W. Hargrave	A.L.	Nov. 7
E. of Japan	C.P.O.S.	Nov. 9
Kilano M.	N.Y.K.	Nov. 12
Novara	P. & O.	Nov. 12
Vindis	L. & Co.	Nov. 13
C. of Naples	B.L.	Nov. 15
Toyama M.	N.Y.K.	Nov. 15
Ixon	B. & S.	Nov. 16
Elpenor	B.L.	Nov. 16
Aki M.	N.Y.K.	Nov. 17
Muncaster	C. & D.	Nov. 20
Kamakura	N.Y.K.	Nov. 21
Shinyo M.	T.K.K.	Nov. 22
Atreus	B. & S.	Nov. 23
Torobashi M.	N.Y.K.	Nov. 26
Nellora	P. & O.	Nov. 28
Kanowna	P. & O.	Nov. 30
West Hika	L. & Co.	Dec. 3
China	C.M.Co.	Dec. 4
Tokuyo M.	T.K.K.	Dec. 9
Fushimi M.	N.Y.K.	Dec. 14
Siberia	T.K.K.	Dec. 31
S. Albans	P. & O.	Dec. 31

JAPAN, COAST PORTS, ETC.

Aki M.	N.Y.K.	Oct. 16
Novara	P. & O.	Oct. 16
Dunera	P. & O.	Oct. 17
Yingchow	B. & S.	Oct. 17
Hokodate M.	N.Y.K.	Oct. 17
Tilatip	J. C. J. L.	Oct. 18
Hokuto M.	D. & Co.	Oct. 19
Hailoong	D. L. Co.	Oct. 19
Kanchow	B. & S.	Oct. 19
Szechuen	B. & S.	Oct. 19
Yaching	J. M. Co.	Oct. 19
Taming	B. & S.	Oct. 19
Tenshin M.	N.Y.K.	Oct. 20
Takagang	J. M. Co.	Oct. 20
Inaba M.	N.Y.K.	Oct. 21
Takada	P. & O.	Oct. 21
Sunning	B. & S.	Oct. 21
Tungshing	J. M. Co.	Oct. 21
Kwangse	B. & S.	Oct. 21
Tibodas	J. C. J. L.	Oct. 22
Haiching	D. L. Co.	Oct. 22
Yusungang	J. M. Co.	Oct. 22
Chusan	B. & S.	Oct. 23
Kueichow	B. & S.	Oct. 23
Nellora	P. & O.	Oct. 24
Kotsu	N.Y.K.	Oct. 25
Tiliwong	J. C. J. L.	Oct. 25
Hailong	D. L. Co.	Oct. 25
Jinsbo	N.Y.K.	Oct. 27
Tipsinas	J. C. J. L.	Oct. 27
Kamo M.	N.Y.K.	Oct. 29
Japan	P. & O.	Oct. 29
Dilware	P. & O.	Oct. 30
Tisalak	J. M. Co.	Nov. 3



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Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

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"CITY OF SPOKANE" ... Nov. 25th.

For PORTLAND direct.

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"ABERCROMBIE" ... About Oct. 25th.

For SEATTLE.

Through Bills of Lading issued to OVERLAND COMMON PORTS.

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ABOUT OCTOBER 15TH.

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S.S. "WEST HARGRAVE"

ABOUT NOVEMBER 7TH.

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HONGKONG to SAN FRANCISCO.
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS.	TONS.	LEAVE HONGKONG.
TENYO MARU	22,000	Oct. 25th.
SHINYO MARU	22,000	Nov. 23rd.
PERSIA MARU	9,000	Dec. 2nd.
KOREA MARU	20,000	Dec. 17th.
SIBERIA MARU	20,000	Dec. 31st.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO,
SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO,
MOLLEDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AYRES.

STEAMERS.	TONS.	LEAVE HONGKONG.
SEIYO MARU	14,000	Nov. 9th.
TOKUYO MARU	5,500	Dec. 9th. Cargo only.
KIYO MARU	17,200	Jan. 10th.

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"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 10,000 tons.

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SAN FRANCISCO

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"WOONSOCKET" ... 22nd October.

To SAIGON & SINGAPORE.

"COLORADO SPRINGS" ... 23rd October.

To SAN FRANCISCO.

"WEST HENSHAW" ... 27th October.

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"CELTIC PRINCE" VIA PANAMA CANAL, on or about 18th Oct.

Steamers proceed VIA SUEZ OR PANAMA CANAL at Owners' option.

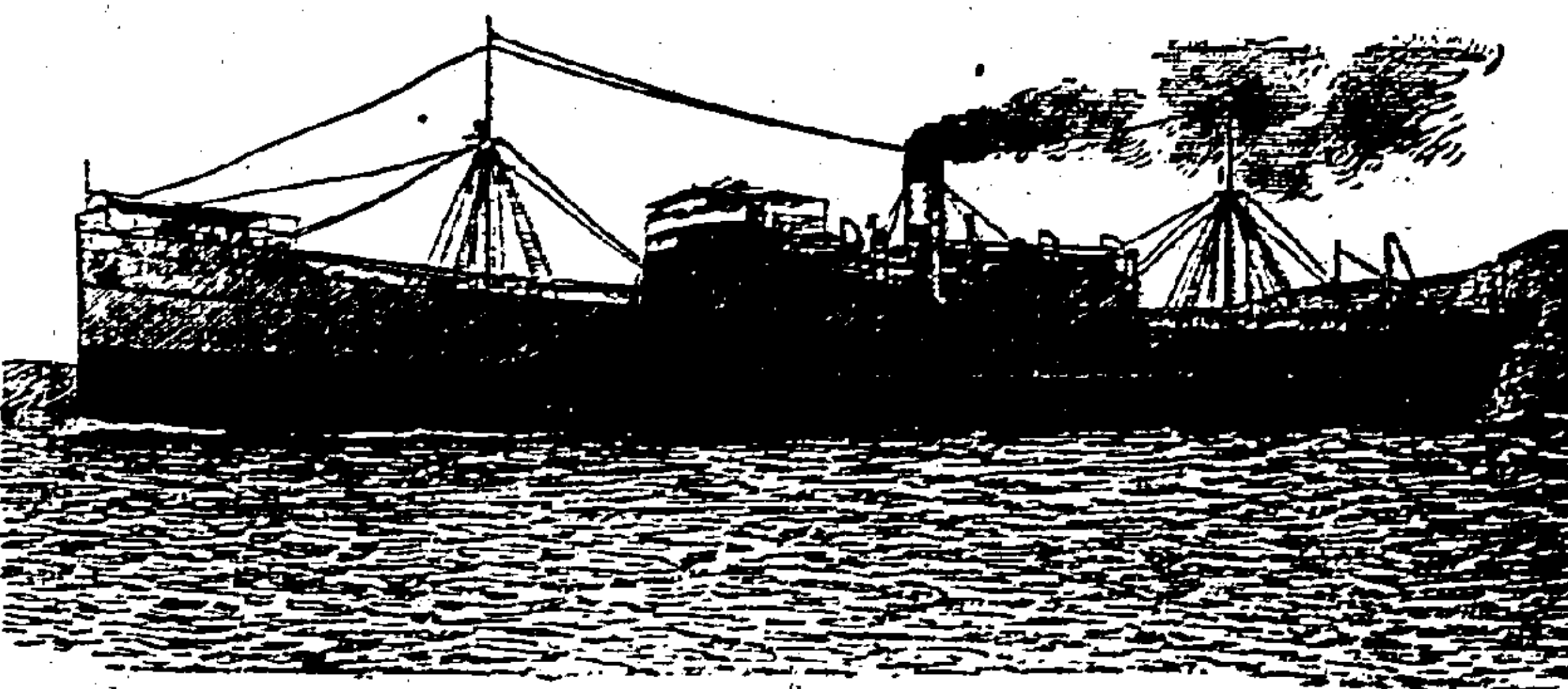
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(INCLUDING NEW ZEALAND & QUEENSLAND PORTS,
RED SEA, EGYPT, EUROPE, ETC.)**PENINSULAR & ORIENTAL SAILINGS (South)**

S.S.	Tons	From Hong-kong (about)	Destination
DUNERA	5,400	17 Oct. 10 a.m.	S'pore, Colombo & B'ay.
KASHGAR	8,900	23rd Oct.	M'isa, London & Antwerp.
NOVARA	8,900	13th Nov.	M'isa, London & Antwerp.
NELLORE	8,950	26th Nov.	M'isa, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

G. APCAR	4,600	15th Oct.	Calcutta via Singapore, Penang and Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	29th Oct.	Mo'bourne via Sandakan, Thure day Island, Cebu, Townsville, Brisbane and Sydney.
KANOWNA	4,500	22nd Dec.	
ST. ALBANS	4,500		

SAILINGS TO SHANGHAI & JAPAN.

NOVARA	8,900	15th Oct.	Shanghai, Kobe & Y'ham.
TAKADA	7,000	21st Oct.	Shanghai only.
NELLORE	7,000	24th Oct.	Shanghai & Japan.
JAPAN	6,000	29th Oct.	Shanghai & Japan.
DILWARA	5,400	30th Oct.	Shanghai only.

WIRELESS ON ALL STEAMERS.

Passenger Messengers not more than 14 ft. 11 in. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to
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Agents.
12, Des Voeux Road Central.**N. Y. K.****NIPPON YUSEN KAISHA.**

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SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern,
Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.TOYAMA MARU ... Monday, 15th Nov. at 11 a.m.
TOYOHASHI MARU ... Friday, 26th Nov. at 11 a.m.
FUSHIMI MARU (Omitting Manila) Tuesday, 14th Dec. at 11 a.m.LONDON & ANTWERP via Singapore, Penang, Colombo, Suez
Port Said & Marseilles.MIRIMA MARU ... Monday, 18th Oct. at noon.
SADO MARU ... Friday, 29th Oct. at noon.

HAMBURG, LONDON & ROTTERDAM via Suez.

DAKAR MARU ... Sailing from Yokohama 15th Oct.
KITANO MARU ... Friday, 12th Nov. at noon.

MARSEILLE & LIVERPOOL via S'pore, Cebu, Suez & Port Said.

KAMAKURA MARU ... Sunday, 21st November.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.NIKKO MARU ... Friday, 22nd Oct. at 11 a.m.
AKI MARU ... Wednesday, 17th Nov. at 11 a.m.

NEW YORK via Suez.

SOUTH AMERICAN PORTS via Cape.

TORA MARU ... Sailing from Singapore 17th October.

BOMBAY & COLOMBO via Singapore.

JINSHO MARU ... Wednesday, 27th October.

CALCUTTA & RANGOON via Singapore & Penang.

KOTSU MARU ... Thursday, 24th October.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Saturday, 16th Oct. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

HAKODATE MARU ... Saturday, 17th October.

INABA MARU ... Thursday, 21st Oct. at 11 a.m.

TESHIN MARU ... Wednesday, 20th October.

For further information apply to **NIPPON YUSEN KAISHA.**

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on at about	Will leave on at about	For
Triton	Java	in port	18 Oct. 8 a.m.	S'pore, Java
Triton	Amoy	18th Oct.	22nd Oct.	Java
Triton	Java	22nd Oct.	26th Oct.	Shanghai via S'tow.
Triton	Java	22nd Oct.	27th Oct.	Saigon.
Triton	Java	28th Oct.	3rd Nov.	Japan.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING**JAVA PACIFIC LIJN.**

NEXT SAILING.

Steamer	From	Expected on at about	Will leave on at about	For
Triton	Java	1st Nov.	3rd Nov.	San Pedro.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

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Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

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Sailing about 20th November.

LLOYD TRIESTINO.

FOR SHANGHAI.

S.S. "PERSIA" Sailing about 5th November.

BRINDISI, VENICE & TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports, via SINGAPORE, PENANG & COLOMBO

S.S. "AFRICA" Sailing about 7th November.

S.S. "PERSIA" Sailing about 8th November.

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Regular services between

JAPAN, HONGKONG & JAVA.

For JAPAN S.S. "HOKUTOM" sailing on the 19th October.

S.S. "BORNEO M." sailing on the 30th October.

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Steamship services Trans-Pacific.

also to Australia, Europe, etc.

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Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and Apur Lines.

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DODWELL & CO., LTD., Agents.**AUSTRALIAN ORIENTAL LINE.**HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
TAIYUAN	16th October.	21st October.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sailing
LONDON	"MATOPPO"	15th October.
LONDON	"CITY OF NAPLES"	15th November.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton

General Agents.

LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board steamers.

HONGKONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards	About	Sailing	About
S.S. VINTA	Nov. 10	S.S. VINTA	Nov. 13
S.S. WEST HIKI	Nov. 30	S.S. WEST HIKI	Dec. 2

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transshipment en route.

Shipwide connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

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Telephone No. 1062.

CHAS. E. RICHARDSON,

General Agent for South China.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
STRAITS & Calcutta	Yatshing	Tues. 19th Oct. at 3 p.m.
HAIPHONG via Hoihow	Takshing	Wed. 20th Oct. at 8 a.m.
SHANGHAI	Takshing	Thur. 21st Oct. at d'light.
MANILA	Yuenang	Fri. 22nd Oct. at 3 p.m.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chafoo.

CALCUTTA LINE.

S.S. "YATSHING" will be despatched on or about Tuesday, 19th October, at 3 p.m. for SPORE, PENANG & CUTTA.

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SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SHANGHAI & TSINGTAO	Yingchow	17th Oct. at 2 p.m.
SWATOW & BANGKOK	Kanchow	17th Oct. at 10 a.m.
AMOI, M'LA, CEBU & ILO	Faming	19th Oct. at noon.
AMOI, SHAI & PUKOW	Czechuen	19th Oct. at 4 p.m.
SHANGHAI	Sunning	21st Oct. at noon.
NEWCHWANG	Kwangsue	22nd Oct. at noon.
SHANGHAI & TSINGTAO	Chewan	23rd Oct. at 4 p.m.
WWEI, CPOO & TIENSIN	Yuechow	23rd Oct. at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from B'kok via S'tow.

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Hongkong Oct. 16, 1920.

DOUGLAS STEAMSHIP CO., LTD.

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Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOI AND FOCHOW AND RETURN. (Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Halkong	J. B. Thomson	TUES. 19th Oct. at 1 p.m.
Haiching	A. H. Stewart	FRI. 22nd Oct. at 1 p.m.
Haibong	W. C. Passmore	TUES. 26th Oct. at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

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PACIFIC SHIPPING.**NEW YORK DIRECT.**

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"BLUE FUNNEL" LINE

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Sailings from Hongkong.

"EMERALD"	via Panama	24th Nov.
"CITY OF AGRIS"	via Suez	2nd Dec.
"EMERALD"	via Suez	24th Dec.

Calls at Boston.

Steamers proceed via Cape Horn (Panama Canal) or around Cape Horn.

Subject to change without notice.

For Freight and Passage apply to

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HONGKONG & CANTON

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MOVEMENTS ON STEAMERS.

The N. Y. K. s.s. THURUGA M. (Hamburg Line) left Rotterdam for this port via Suez on the 1st Sept. and is expected here on the 6th Nov.

The N. Y. K. s.s. IYO MARU (European Line) left London for this port via Suez on the 5th October and is expected here on the 14th November.

The N. Y. K. s.s. KAMO M. (European Line) left London for this port via Suez on the 20th Sept. and is expected here on the 28th Oct.

The N. Y. K. s.s. BOMBAY M. (Calcutta Line) left Calcutta for this port via Singapore on the 6th October and is expected here on the 23rd October.

The Ben s.s. BENVENUE from Middlebro & London, left Singapore for this port on 13th October and may be expected to arrive here on 20th instant.

The N. Y. K. s.s. TENSIN M. (Bombay Line) left Singapore for this port on the 13th October and is expected here on the 20th October.

The N.Y.K. s.s. AWA MARU, (Liverpool Line) left Liverpool for this port via Suez on the 6th Oct. and is expected here on the 17th Nov.

The P. & O. s.s. NOVARA, left Singapore for this Port on the 9th inst. with the outward English Mails, and is due here on the 15th inst. at about 6 p.m.

The T. K. K. s.s. KOREA M. arrived at Yokohama October 8th, being due at this port Oct. 21st.

The s.s. NELEUS (Blue Funnel Line) left Singapore on 11th inst. for Hongkong and is due here on 16th October.

The T. K. K. s.s. SEIKYO M. arrive at Yokohama on the 13th instant and sail on 14th inst. being due at this port 19th inst.

The N. Y. K. s.s. MISHIMA MARU (European Line) left Shanghai for this port on the 14th Oct. and is expected here on the 17th October.

The s.s. LAERTES (Blue Funnel Line) left Singapore on 13th inst. for Hongkong and is due here on 18th inst.

The s.s. KERMUN (Blue Funnel Line) left Shanghai on 13th inst. for London, Amsterdam & Hamburg via Hongkong and via Manila. Vessel is due here on 16th inst. and will sail, as above, on 17th inst.

The R. M. S. EMPRESS OF ASIA from Hongkong on the 23rd Sept. arrived at Vancouver on the 11th October.

The R. M. S. EMPRESS OF RUSSIA, is expected to arrive here at 4 p.m. on Saturday, 16th Oct.

The Robert Dollar Company's U. S. S. B. WEST IRA, (San Francisco Line) left San Francisco on September 11th, and is due in Hongkong October 16th.

The N. Y. K. s.s. MISHIMA MARU (European Line) left Kobe for this port via Moji and Shanghai on the 8th October and is expected here on the 17th Oct.

PASSENGERS ARRIVED.

Per s.s. Novara—Mr. A. Clarke, Mr. T. Hedley, Mr. Nishimura, Mrs. Lanning, left, and child and Nurse, Mr. and Mrs. Yumura, Mr. and Mrs. Ritchie, and 3 children, Mr. J. Campbell, Mrs. McKimney, Mrs. & Miss Bruckey, Mrs. Linfaro & Infat, Mr. G. Sadler, Mr. J. child, & Nurse, Mrs. H. H. Jackson, Whiting, Mr. & Mrs. Hubbard and Mr. & Mrs. Hawkins & 2 children, Mrs. Smallbones & Infat, Mr. and Mrs. Eckford, 3 children and Infat, and Nurse and Amah, Miss M. Jeffrey, Mr. G. Block, Mr. and Mrs. Hancock, Mr. and Mrs. Robertson, Miss Baxter, Miss Sam, Mrs. McLaren Infat and Amah, Mr. H. Hayate, Mrs. Yates, child, Infat and Nurse, Mr. S. A. Stanton, Mr. and Mrs. Gloyne, Miss Haynes, Mrs. G. Crookshank, Mr. W. Sparks, Mrs. W. Lighton, Mr. L. Smith, Mrs. Joseph and child, Miss Hawkins, Mrs. Lichbury and child, Miss Batters, Miss D. Hooper, Miss J. Hurst, Mr. W. Stratton, Mrs. Gell, Mr. S. Stafford, Mr. Ansell, Mr. and Mrs. Carman, Mrs. Ah Lee, Mr. and Mrs. McKay, Mr. and Mrs. Goldsmith, Mr. J. & Rino, Mr. T. S. Evans, Mr. J. R. Owen, Mr. and Mrs. Vogel, Mrs. Graft, Mr. Rikhsien, Mr. and Mrs. Mus, Mrs. Oh Bar Haw, Lee Koonr Sava, Lady Ma Nana, Master Leont Mock, Mrs. Lee, Mrs. Leoburg, K. K. Lane, Mr. Whelan, Mr. D. Bruckey, Mr. J. Bruckey, Mr. J. Stephen, Mrs. Kinsland Smith, Mrs. Zellings, Mrs. Oakes, Mr. Von Lidth de Jende, Mr. J. Neal and Native, Mrs. Vancor, Mr. Morrow, Mr. and Mrs. 2 children and Infat, Mrs. Sommocheil.



CAMERA NEWS



GUILLEMOT

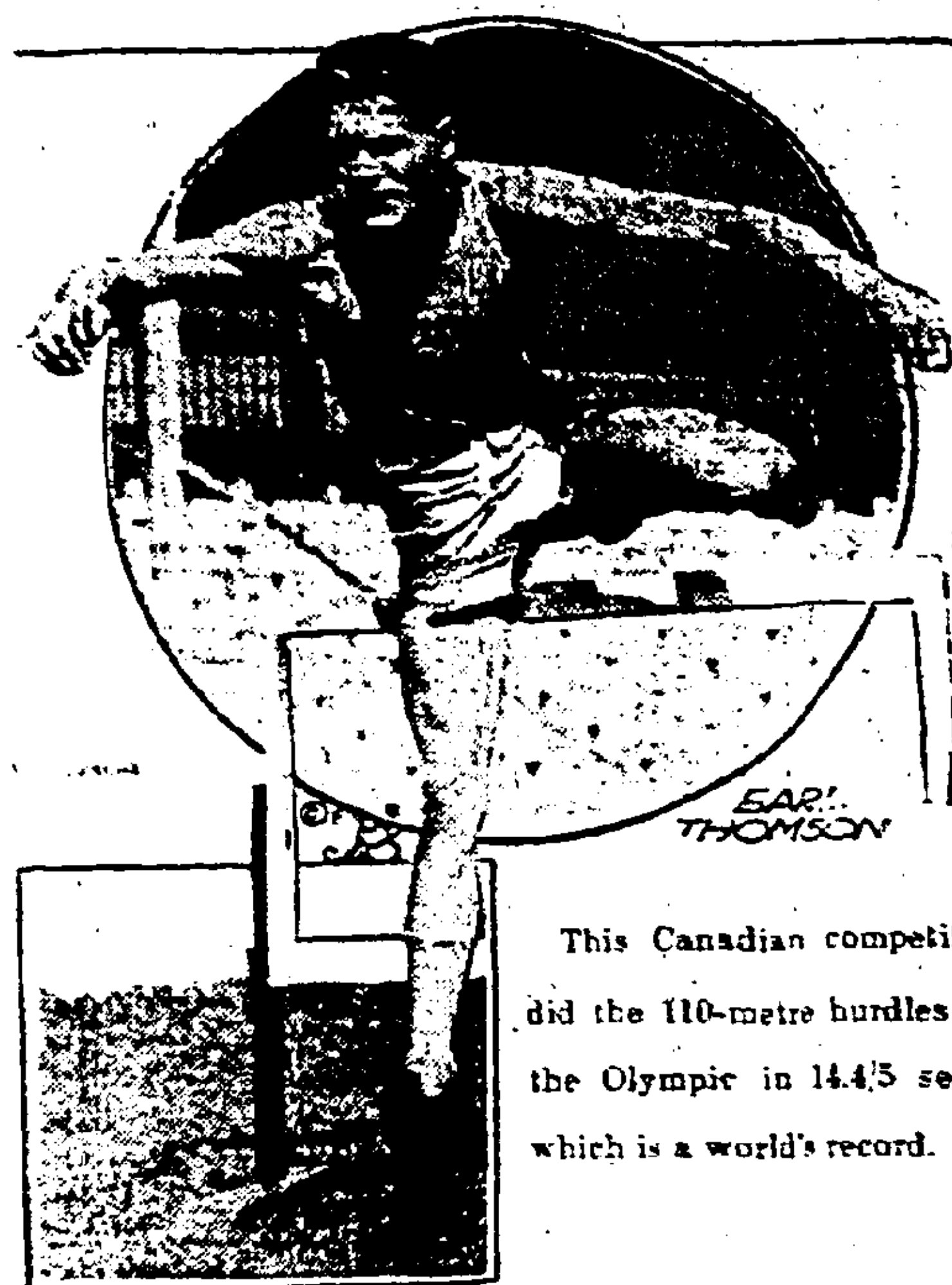
When J. Guillemot broke the tape in the 5000-metre run he scored France's first win in the Olympics. The French runner has a wonderful stride, as is shown in the picture.



FRIGERIO

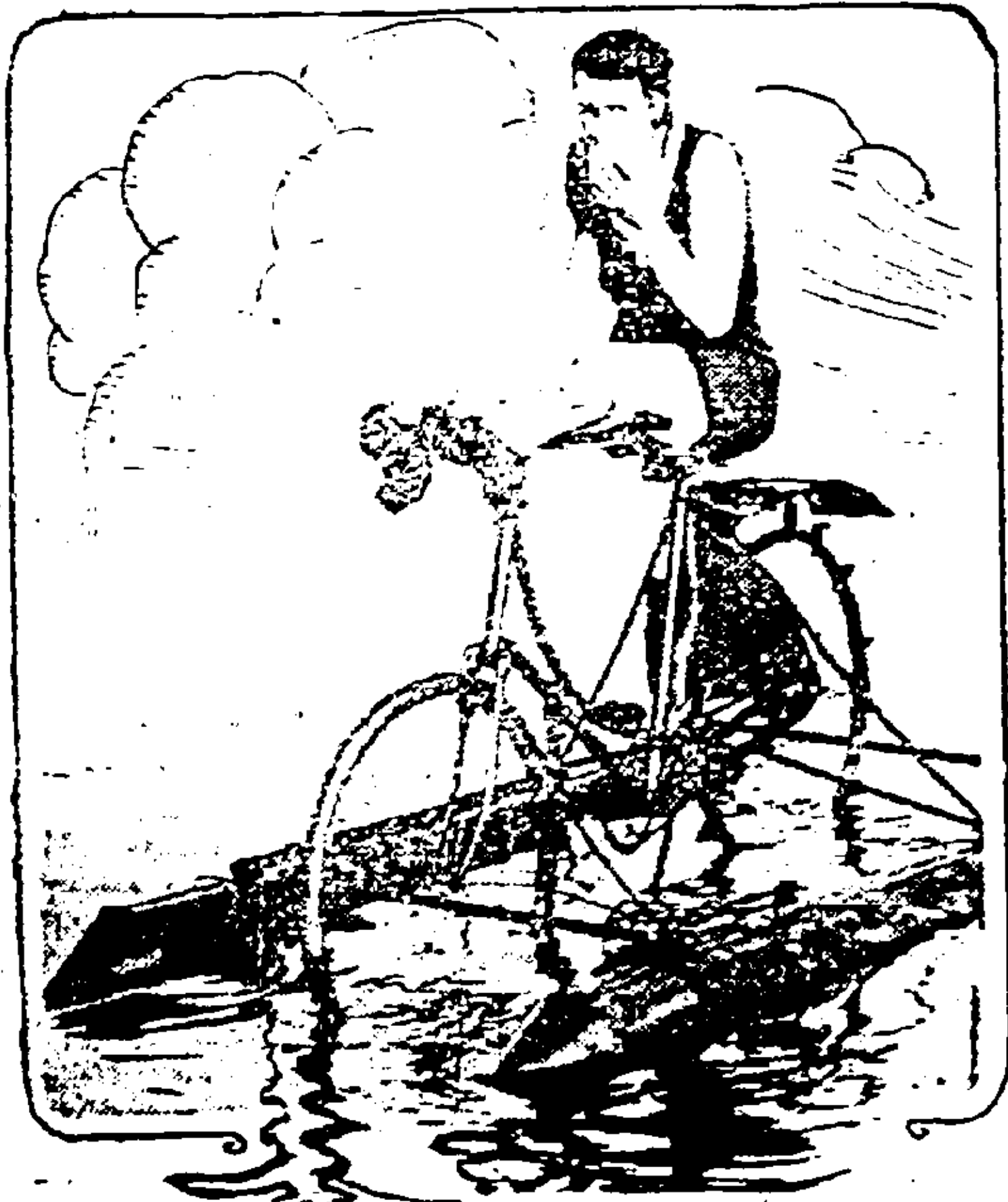
PORKOLA

The above picture shows the Italian, Frigerio, breaking the tape in the 300-metre walk at the Olympic Stadium, and PORKOLA, the Finn shot-putter, who beat Pat McDonald of America.



EARL THOMSON

This Canadian competitor did the 110-metre hurdles at the Olympic in 14.45 secs., which is a world's record.



CYCLING THE CHANNEL.

The picture shows Miss Zotta Hill and her watercycle on which she made a plucky attempt to cross the English Channel. She was forced to abandon the trip about three miles off the English coast.



ZIONIST LEADER.

Louis D. Brandeis, Associate Justice of the United States Supreme Court, who was elected President of the International Zionist Conference recently in London.



INTERRED POLES.

Picture shows Polish officers and their wives in internment camp near Lyck, East Prussia.

DOINGS OF THE DUFFS.

Homeward Bound.

BY ALLMAN.



PICTORIAL SUPPLEMENT.



Miss Ruby Young,
who won the Ladies' Harbour Swim.



Photo: Mee Chong.

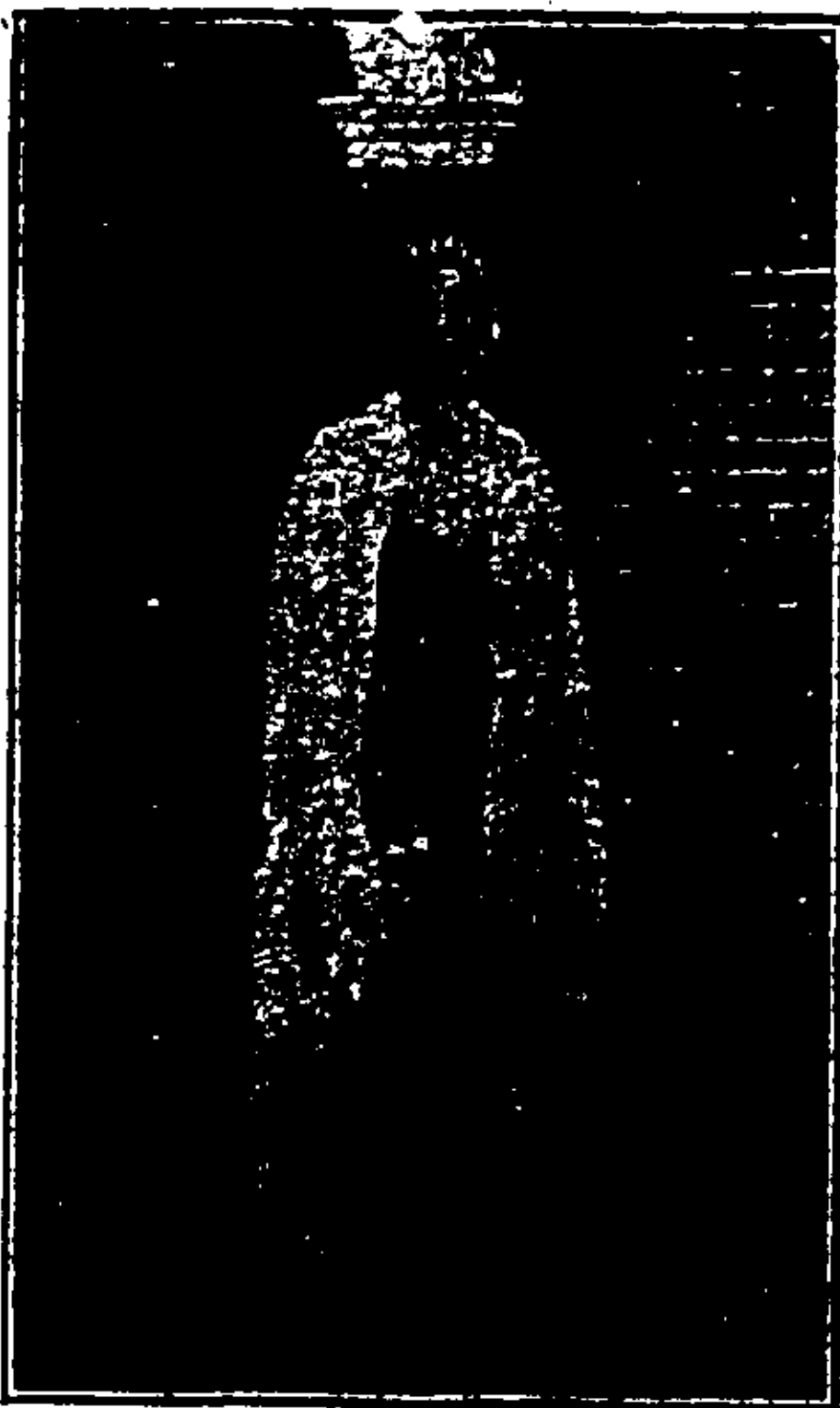
Group taken at the wedding of Mr. P. P. J. Wodehouse, C.I.E. and Mrs. Macfarlane
at Government House.



G. R. Johnstone,
the winner of the Harbour Swim.



Another picture of Miss Ruby Young,
who won the 1st prize for the Ladies' High Dive at the
V.R.C. Sports.



Mrs. Richmond,
who finished second in the Ladies'
Harbour Swim.

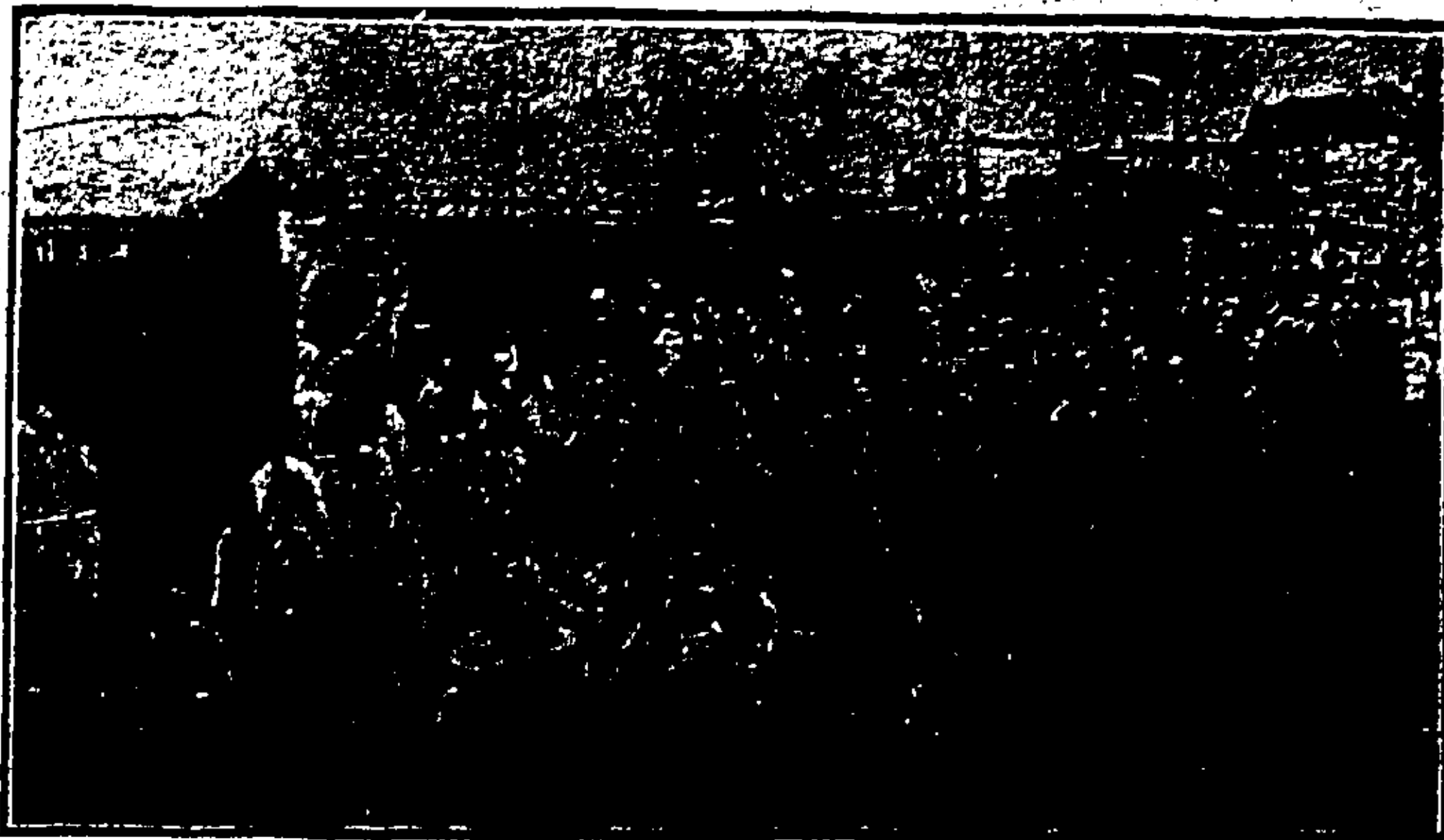


Photo: Mee Chong.

Picture of the recent Catholic procession at Kowloon.



Photo: Mee Chong.

The finalists of the Colony's Singles Bowls Championship.
Right: Mr. MacLachlan (winner).
Left: Mr. Muir (runner-up).

NOTICES.

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ATHENS HAVANASHIPPING AND BANKING CORRESPONDENTS AT ALL
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Francs, Pesos, Tael and Yen currencies.

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C. H. BENSON.
MANAGER.
Hongkong.

A WONDERHOUSE FOR SALE.

THE ART TREASURES OF
THE ASTOR OFFICE.

The most artistic "strong box"
in London, probably in the world
the Astor office on the Thames
Embankment is for sale. For
30 years this dream castle of a
multi-millionaire has stood at the
foot of the steps leading from
Essex-street, but of the thousands
who pass it daily, few bestow
upon it more than a preoccupied
glance.

Occasionally visitors to town
pause to admire its quaintly
decorated exterior, the stout
Tudor walls, whose masonry is
enriched with floral designs, the
old-fashioned mullioned windows
and rich carvings, and perhaps
one or two venture within the
wrought iron gates, past the
door-faced lions guarding the
House Beautiful, to see on a
scroll above the doorway, "The
Estate of John Jacob Astor."

LAVISH INTERIOR.
But artistic as the exterior is,
it does not quite prepare one for
the lavish nature of the interior,
whose secrets were known to few
outside the staff and Lord Astor's
personal friends.

A Daily News representative
was shown over the house,
and was informed that it
was the late Lord Astor's
ambition to embody in the build-
ing some of the best craftsmanship
of modern times. An unstinted
purse enabled him to realize that
dream, and one would have to
travel far to see finer instances
of applied art.

Illuminating the steps to the
doorway are two little cupids,
surmounted by lanterns. One holds
a telephone to his ear, the other
plays with an electric spark.
They have been exhibited at the
Royal Academy.

The doorway itself is embel-
lished with wreaths and two grim,
gap-toothed griffins keep a stony
vigil over the portals. Solid doors
of brass open on the vestibule of
the main office, a suite of rooms
parallel with choice mahogany,
elaborately fitted, and lit by lead-
ed windows. Here was the
strong room of Lord Astor, a
wonderful safe, whose door and
locks are jealously described as
"Chubb at his best."

But to discover the real trea-
sures of the house the visitor
must pass to the inner hall and
thence leading to a gallery of
living rooms, where Lord Astor

frequently resided and entertained
his friends. This hall is paved
with a mosaic of rare marbles, and
the midst of which are set huge
statues of Jasper Green and
porphyry, while its fireplace
is wrought of "peacock" marble.

SOUL OF THE BUILDING.
But the soul of the building is
the staircase. Built of mahogany
with solid ebony tree trunks as
columns for the gallery, it is
designed to represent literature.
The late owner was a man of
literary tastes, and probably
intended the stairs to typify the
service of literature in enabling
him to escape from commerce to
his innermost private life. At
any rate he caused to be
placed in the niches of the
staircase statues of
characters from the "Three
Musketeers," which he regarded
as the finest piece of literature
in the European languages. The
figures were designed by a Mr.
Nicholson, who died just when
he had completed his work.

A pathetic incident is told in
connection with this Soengrossed
was the artist in his labours that
even on his deathbed he refused
to allow the statues out of his
sight. They remained in his
room until he died. The top of
the pillars are occupied by
characters from the works of American
authors, Rip van Winkle
and his daughter, Pathfinder and
Leather Stocking and Phoebe from
"The Scarlet Letter," while
crowning the whole, four friezes
depict scenes from Shakespeare.

From the upper gallery one may
enter "The Great Room," whose
door contains silver gilt panels of
the women of Arthurian legend,
designed by Sir George Frampton.
The literary idea is still continued
here, for on the brackets sup-
porting the open roof, panelled in
cedar, are statues of figures from
"Ivanhoe," and along the
walls are medallions of various
characters in fact and fiction
whom Lord Astor admired.

SUNRISE AND SUNSET LIGHTS.
Stained glass windows, repre-
senting "sunrise" and "sunset,"
light the room from east and west
respectively. On this floor also
Lord Astor's bedroom, containing
a four-poster adorned with val-
uable tapestries, and the library,
with a collection of rare editions.

It was Lord Astor's wish that
the house should stand as the
permanent headquarters of the
family, in London, but his son,
the present viscount, husband of
Lady Astor, M. P., has other

NAVIGATING OFFICERS' PAY.

BRITISH CLAIMS.

The failure of the Navigating
Officers' Panel of the British
National Maritime Board to reach
an agreement on the subject of
increased rates of pay for
navigating officers was the sub-
ject of an interview accorded to
a Press representative by Mr. T.
W. Moore the secretary of the
Imperial Merchant Service Guild.
Mr. Moore urged that it was
essential that the pay of officers
should now be put on a just basis,
enabling them to maintain them-
selves and their families in decent
living conditions. He pointed out
that although the war bonus of
£3 per month had been merged in
wages, there had been no actual
increase in the pay of officers
for close on two years, during
which time the cost of living
had increased very substantially.
Shipowners had contended that
with the exception of some
employed on coasting vessels
officers are provided with food
at the owners' expense when
on board their ships, but this
did not increase the financial
obligations of officers to anything
like the extent the owners con-
tended. A very real source of
grievance amongst navigating
officers was the anomaly caused
by the payment of overtime rates
to other sections of seafarers, as,
for instance, the stewards, sailors,
and firemen, who, by receiving
this extra payment, often receive
as much as, and sometimes more
than the navigating officers,
whose responsibilities are in-
finitely greater.

In support of this contention
Mr. Moore quoted the case of a
merchant cargo steamer in port
for a month of 30 days. For their
work during this period the
captain got £48, the chief officer
£29, second officer £24 10s, and
the third officer £20 10s. For the
same ship for a month of twenty-
eight days the amount paid in
wages was as follows:—Chief
steward £45 14s, chief cook £43
5s, second steward £40, and
second cook £39. It will thus be
seen that through the operation
of overtime payment the members
of the catering department
received more money than any
navigating officer except the
captain.

After illustrating that the
absence, except in the case of
some of the big liners, of proper
pension schemes was a real
hardship upon navigating officers,
Mr. Moore said that another
justification for increased rates
was the very slow promotion
possible to officers, owing to the
reduced number of ships. In
many cases, especially in the
big companies, officers are nearly
30 years of age before they have
any chance of a command. The
only way to remove this
grievance is to improve the
emoluments of officers as they
rise in seniority in their various
grades.

Form its unique character one
may anticipate that prospective
purchasers will be select rather
than numerous. It might possibly
suit a bank, an insurance com-
pany, or the trustees of a museum,
or, more pre-eminently still,
a millionaire with artistic tastes.

PEAK TRAMWAYS CO., LTD.

TIME TABLE.

WEEK DAYS.

1.00 a.m. to 1.30 a.m. 1.30 a.m. to 2.00 a.m.
2.00 a.m. to 2.30 a.m. 2.30 a.m. to 3.00 a.m.
3.00 a.m. to 3.30 a.m. 3.30 a.m. to 4.00 a.m.
4.00 a.m. to 4.30 a.m. 4.30 a.m. to 5.00 a.m.
5.00 a.m. to 5.30 a.m. 5.30 a.m. to 6.00 a.m.
6.00 a.m. to 6.30 a.m. 6.30 a.m. to 7.00 a.m.
7.00 a.m. to 7.30 a.m. 7.30 a.m. to 8.00 a.m.
8.00 a.m. to 8.30 a.m. 8.30 a.m. to 9.00 a.m.
9.00 a.m. to 9.30 a.m. 9.30 a.m. to 10.00 a.m.
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